B. F. TAYLOR,
Stevedore.

Lighters and Steam Launches Supplied.

ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

香港電報 ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS CO. LIMITED, LONDON.
DODWELL & CO., LIMITED, *General Managers.*

NEW SERIES No. 4108. 日六初月一十年八十二緒光 FRIDAY, DECEMBER 5, 1902. 五拜禮 號五月二十英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED .....Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND ..... „ 8,910,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.
PEKING.	

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

TARO HODSUMI,
Manager.

Hongkong, 30th October, 1902. [10

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND.—
Sterling Reserve.....$10,000,000 } $14,750,000
Silver Reserve .....$ 4,750,000 }
RESERVE LIABILITY OF PROPTORS.$10,000,000

COURT OF DIRECTORS:
Hon. R. SHEWAN, Chairman.
A. J. RAYMOND, Esq., Deputy Chairman.

G. Balloch, Esq.	C. Michelau, Esq.
Hon. C. W. Dickson.	D. M. Moses, Esq.
E. Goetz, Esq.	H. Schubart, Esq.
G. H. Medhurst, Esq.	N. A. Siebs, Esq.
	H. E. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th November, 1902. [13

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, 1st May, 1902. [14

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital .....£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—

Chan Kit Shan, Esq.	C. Ewens, Esq.
Chow Tung Shang, Esq.	J. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed .....5 %
Hongkong, 19th November, 1902. [15

THE
DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL .....Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hankow
Tientsin	Tsingtau (Kiautschou)	

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [961c

GUARANTY TRUST COMPANY OF NEW YORK
(AMERICAN BANK).

ESTABLISHED 1864.

* U.S. Gold
PAID UP CAPITAL $2,000,000
SURPLUS AND UNDIVIDED PROFITS.$5,180,000

Gold $7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.
F. C. Bishop, *Manager*, Eastern Department.

LONDON BANKERS:
PARR'S BANK, LIMITED.

HONGKONG OFFICE:
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED
On Current Accounts at 2% per annum.
On Fixed Deposits:
For 3 months 2½% per annum.
„ 6 „ 3½% „
„ 12 „ 4 % „

E. F. GROS,
Acting Manager.

Hongkong, 1st December, 1902. [698d

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
% per Annum Fixed Deposits for 6 months
„ „ „ 12 „

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [12

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £650,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. P. COCHRANE,
Acting Manager.

Hongkong, 2nd June, 1902. [11

Hotels.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR
AND
BILLIARD ROOMS.

Rooms specially reserved for Captains of the Mercantile Marine.
Hot and Cold Water throughout.
Electrically Lighted.
Electric Passenger Elevator to each Floor.
Table D' Hote at Separate Tables.
For Terms, &c., apply to the
MANAGER.

Hongkong, 23rd October, 1902. [1116

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1900. [16

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON, &c.	*Parramatta**	F. J. Fox	Noon, 6th Dec.	Freight or Passage.
SHANGHAI	*Valetta*	W. B. Palmer, R.N.R.	About 6th Dec.	Freight or Passage.
SINGAPORE†	*Tientsin*	W. W. Cooke, R.N.R.	About 8th Dec.	Freight only.
MARSEILLES, LONDON and ANTWERP	*Shanghai*	E. Spicer, R.N.R.	Noon, 11th Dec.	Freight or Passage.
YOKOHAMA†	*Canton*	C. F. Lockstone, R.N.R.	About 14th Dec.	Freight or Passage.

* (See Special Advertisement).
† SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).
‡ PENANG, COLOMBO and BOMBAY.

PASSENGER SEASON 1903.

For MARSEILLES, PLYMOUTH and LONDON DIRECT WITHOUT TRANSHIPMENT ..... } "MALTA".....6,064 Tons.....28th March, 1903.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 4th December, 1902. 4

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at GIBRALTAR and at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
**KIAUTSCHOU*	WEDNESDAY, 10th December.
†*BAYERN*	WEDNESDAY, 24th December.
KONIG ALBERT	WEDNESDAY, 7th January, 1903.
PRINZESS IRENE	WEDNESDAY, 21st January, 1903.
†*DARMSTADT*	WEDNESDAY, 4th February, 1903
†*KARLSRUHE*	WEDNESDAY, 18th February, 1903
†*PREUSSEN*	WEDNESDAY, 4th March, 1903.
**HAMBURG*	WEDNESDAY, 1st April, 1903
†*SACHSEN*	WEDNESDAY, 15th April, 1903.
**KIAUTSCHOU*	WEDNESDAY, 29th March, 1903.
BAYERN	WEDNESDAY, 13th May, 1903
KONIG ALBERT	WEDNESDAY, 27th May, 1903.

* Steamers of the Hamburg-Amerika Linie.
† Calling at AMSTERDAM.

ON WEDNESDAY, the 10th day of December, 1902, at NOON, the Steamship "KIAUTSCHOU," of the HAMBURG-AMERIKA LINIE, Captain Phuneschloss, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 8th December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 9th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 9th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 26th November, 1902. [563c

Intimations.

LANE, CRAWFORD & CO.

CHRISTMAS PRESENTS!
WEDDING PRESENTS!

A new and splendid assortment of
Fancy Leather Goods, Electro-Plated Ware, Decorative Table Glassware, Pretty Dessert Services, Meerschaum and Briar Pipes, Gold and Silver Mounted Amber Cigar Holders.

TOYS! TOYS! TOYS!

A splendid variety of
Mechanical and other Toys, Dolls, Horses and Carts, Rocking Horses, Noah's Arks, &c., &c., &c.

FRENCH AND ENGLISH CONFECTIONERY,
CADBURY'S CHOCOLATES IN FANCY BOXES,
TOM SMITH'S CHRISTMAS CRACKERS.

Hongkong, 27th November, 1902. [732c

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.

Hongkong, 2nd July, 1900. [17

Johnson's Digestive Tablets.

THE GREAT REMEDY FOR
Indigestion, Dyspepsia, Flatulency and Acidity of the Stomach.

VICTORIA DISPENSARY,
Late Dakin, Cruickshank & Co., Ltd.

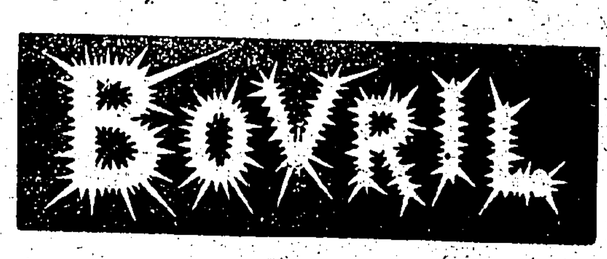
3084]

Intimations.

BOVRIL AT THE FRONT.

Bovril has played such a conspicuous part in South Africa that it forms no inconsiderable feature of the story. The "Lancet" has had frequent references to Bovril in the reports of the officers of the Royal Army Medical Corps. Nearly every newspaper correspondent has had to refer to Bovril to make his story complete. Rudyard Kipling and Baden-Powell have written their Bovril stories. Over 500 British hospitals and similar public institutions use and prescribe Bovril, not beef tea, but Bovril.

The reason is not far to seek. Bovril is a nourisher as well as a stimulant. It contains the albumen and fibrine, the sustaining properties of the beer. It is this fact, together with its absolute purity, that commends Bovril to physicians and scientists, and proves in practice what it demonstrates in analysis. [C



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON.
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT .....ARCHIBALD RITCHIE.

24] DODWELL & CO., LIMITED, General Managers.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI". (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Printipal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo Ichiura, Kanada, Kishima, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshio, Yunokibara and other Coals.

563c] N. INUZUKA, Manager, Hongkong.

CHRISTMAS HAMPERS.

ASSORTMENT OF
CHOICEST WINES AND SPIRITS.

CHEAPEST AND BEST IN THE MARKET.

Apply to

H. PRICE & CO.,
12, Queen's Road.

Hongkong, 19th November, 1902. 952c

AQUARIUS COMPANY.

ESTD 1864

Tel phone No. 75.

All the AQUARIUS COMPANY'S Waters are Manufactured from TREBLE DISTILLED WATER. Absolute purity can only be obtained by distillation.

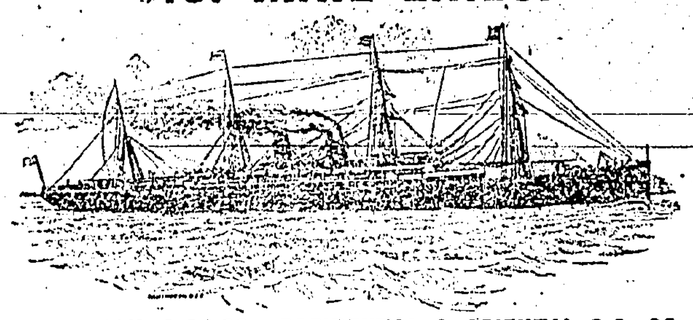
AQUARIUS MINERAL WATER.
AQUARIUS SILENT WATER.
AQUARIUS GINGER ALE.
AQUARIUS TONIC.
AQUARIUS LITHIA WATER.
AQUARIUS STONE BOTTLED GINGER BEER.

CALDBECK, MACGREGOR & Co.,
SOLE AGENTS.

Hongkong, 13th November, 1902. [32

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO., TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU" ..... SATURDAY, 6th December, at Noon.
"KOREA" ..... SATURDAY, 13th December, at Noon.
"GAELIC" ..... TUESDAY, 23rd December, at Noon.
"HONGKONG MARU" ..... WEDNESDAY, 31st December, at Noon.
"CHINA" ..... THURSDAY, 8th January, 1903, at Noon.
"DORIC" ..... SATURDAY, 17th January, 1903, at Noon.
"NIPPON MARU" ..... SATURDAY, 24th January, 1903, at Noon.
"SIBERIA" ..... TUESDAY, 3rd February, 1903, at Noon.
"COPTIC" ..... TUESDAY, 10th February, 1903, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 6th December, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at $100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than $100. U.S. Gold.

For further [illegible]

Hongkong, 28th November, 1902. E. W. TILDEN, Agent. [1

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN"... 6,000 Tons..... WEDNESDAY, 17th Dec., 1902.
" "ATHENIAN"..... 3,882 " ..... WEDNESDAY, 31st Dec., 1902.
" "EMPRESS OF CHINA"... 6,000 " ..... WEDNESDAY, 14th Jan., 1903.
" "EMPRESS OF INDIA"... 6,000 " ..... WEDNESDAY, 11th Feb., 1903.
" "TARTAR" ..... 4,425 " ..... WEDNESDAY, 25th Feb., 1903.
" "EMPRESS OF JAPAN"... 6,000 " ..... WEDNESDAY, 11th Mar., 1903.
" "ATHENIAN"..... 3,882 " ..... WEDNESDAY, 18th Mar., 1903.
" "EMPRESS OF CHINA"... 6,000 " ..... WEDNESDAY, 1st April, 1903.
" "EMPRESS OF INDIA"... 6,000 " ..... WEDNESDAY, 22nd April, 1903.
" "TARTAR" ..... 4,425 " ..... WEDNESDAY, 6th May, 1903.
" "EMPRESS OF JAPAN"... 6,000 " ..... WEDNESDAY, 13th May, 1903.
" "ATHENIAN"..... 3,882 " ..... WEDNESDAY, 27th May, 1903.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS,) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, *Pedder's Street.*

Hongkong, 4th December, 1902. [2

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SUEVIA ..... Borck	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	17th Dec.	Freight.
ADRIA ..... Schaarschmidt ...	NEW YORK VIA PORTS.	30th Dec.	Freight.
STRASSBURG ... Madsen	GENOA and HAMBURG. (Calling at SINGAPORE and PENANG).	31st Dec.	Freight.
NURNBERG ..... Jaburg	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	13th Jan., 1903.	Freight.
SILESIA ..... Bahle	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	27th Jan., 1903.	Freight and Passengers.
WURZBURG ..... v. Binzer	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	10th Feb., 1903.	Freight and Passengers.
C. FERD. LAEISZ ... Fuchs	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	24th Feb., 1903.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 2nd December, 1902. [9

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (SATURDAY), the 6th December, 1902, at 2.30 P.M., at their Sales Rooms, 20, Des Vœux Road, A QUANTITY OF VALUABLE JEWELLERY, Comprising:—

DIAMOND RINGS and BROOCHES, GOLD and SILVER WATCHES, BRACELETS, SCARF PINS, CHAINS, LOOSE PEARLS, &c., &c., &c.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 2nd December, 1902. [1317d

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on MONDAY, the 8th December, 1902, at 5 P.M., at KENNEDY'S STABLES, CAUSEWAY BAY,

One AUSTRALIAN HORSE;
One SET of HARNESS;
One AMERICAN FOUR WHEELED BUGGY;
One HOODED BUGGY;
One TRAPPING SULKY;
and
One SADDLE.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneer.

Hongkong, 3rd December, 1902. [1320d

Intimations.

NOTICE.

OCCUPIERS of DOMESTIC BUILDINGS are hereby requested to co-operate with the Board in its efforts to combat PLAGUE by thoroughly cleansing their Dwellings and Servants' Quarters between the 15th November and 15th December next.

After the 15th December, the Board proposes to strictly enforce the provisions of the Bye-laws governing "Domestic Cleanliness and Ventilation," and the Board will, if on inspection it be found necessary, direct its officers to cleanse and disinfect premises under the provisions of the Bye-laws for the "Prevention or Mitigation of Epidemic, Endemic, or Contagious Disease."

By Order of the Board,
G. A. WOODCOCK, Secretary.

Sanitary Board Office, 5th November, 1902. [1185d

HONGKONG HOTEL COMPANY, LIMITED.

WW revision of prices necessitated by the continued fall in exchange the Hotel Company's charges will, from the 1st January, 1903, be quoted in sterling.

Dollars will be accepted at the demand rate of exchange of the day on which payment becomes due.

H. HAYNES, Manager, Hongkong Hotel.

Hongkong, 1st December, 1902. [1309d

CORONATION CELEBRATION FUND.

NOTICE is hereby given that ALL ACCOUNTS in connection with the above must be presented to the Undersigned on or before WEDNESDAY, the 17th instant.

J. R. M. SMITH, Hon. Treasurer.

Hongkong, 3rd December, 1902. [1324d

THE STEAM LAUNDRY COMPANY, LIMITED.

WORKS:—Causeway Bay (adjoining Kennedy's Stables).
TOWN DEPOT:—2, Beaconsfield Arcade (Alleyway).

ALL work is done under European supervision, and the objectionable practices, common to Chinese laundries, of damping from the mouth and sleeping on the clothes are not permitted. Collection and delivery at private residences. Gentlemen's washing, $8 per month. Special terms to families on application to—

F. G. ALLEN, Manager.

Hongkong, 1st December, 1902. [1308d

SALT HERRINGS

FROM

SCOTLAND.

$5 A KEG.

RITCHIE & Co.,

Des Vœux Road.

Hongkong, 17th November, 1902. [56 td

Intimations.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of this Company will be held in the CITY HALL, Queen's Road, Hongkong, at 11 o'clock A.M., on MONDAY, the 8th December, 1902, for the purpose of discussing and, if thought fit, of approving the Directors' Proposals for Construction of a New Dock as contained in the Circular to Shareholders dated the 22nd September, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from 9 A.M. to 1 P.M. inclusive on the 8th December.

By Order of the Board,
GEO. A. CALDWELL, Acting Secretary.

Hongkong, 25th November, 1902. [1286

THE DAIRY FARM COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SIXTH ORDINARY YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the COMPANY'S TOWN DEPOT, 7, Lower Albert Road, Hongkong, on MONDAY, the 8th day of December, 1902, at 3 o'clock P.M., for the purpose of presenting the Report of the Directors and Statement of Accounts to the 31st July, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 25th November to the 8th December, 1902, both Days inclusive.

By Order of the Board of Directors,
S. A. SETH, Secretary.

Hongkong, 19th November, 1902. [1243d

HONGKONG REGATTA, 1902.

10th and 11th December.

THE Committees of the VICTORIA RECREATION CLUB and HONGKONG BOAT CLUB request the pleasure of the Company of the Ladies of Hongkong, on WEDNESDAY and THURSDAY, the 10th and 11th December, at 1 P.M., on BOARD the sailing ship "DAYLIGHT" which has been kindly placed at the disposal of the Committees as a Flagship by Captain Reade.

The Ladies Prize will be presented by Miss GOODMAN immediately after the Race; on THURSDAY, the 11th instant, at 3.30 P.M.

Through the Courtesy of Mr. DIXON, the Chief Manager of the Hongkong and Whampoa Dock Co., Ltd., the "FAME" will leave BLAKE PIER on each day at 12.30 P.M. and 1.15 P.M. to convey Visitors on Board the Flagship, leaving the Flagship 10 minutes after the last Race.

Admission to the Flagship (Gentlemen) $1 each day.

Tickets for Admission may be obtained from the Steward, V.R.C., and Hon. Secretary, H.K.B.C.

By kind permission of Colonel IREMONGER and the Officers, the Band of the 33rd Burma Infantry will perform each day.

FRANK W. WHITE, Hon. Sec., V.R.C.
C. H. GALE, Hon. Sec.,

Hongkong, 4th December, 1902. [1327d

THE DAIRY FARM CO., LIMITED.

HAVING just received a New Consignment of FRESH AUSTRALIAN CREAMERY BUTTER, the Company is now prepared to supply Customers as before. Price: 90 cents per lb.

Hongkong, 2nd December, 1902. [1295d

NOTICE.

THE PRINTING and PUBLISHING OFFICES of the Undersigned have been REMOVED to the Newly Built Premises at the Corner of POTTINGER STREET and DES VŒUX ROAD.

NORONHA & CO.

Hongkong, 29th November, 1902. [1305d

TUBORG BEER.

A FIRST Class PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE $10 per case of 48 bottles (quarts.)
Special Prices for Quantities.
Sole Agents,—
SIEMSSEN & CO.

Hongkong, 29th May, 1902. [595d

PROFESSOR RICHARD informs the public that on account of his numerous engagements, he shall not be able to leave Canton and his Medical Electric Scientific Hospital at present.

He offers an excellent lucrative opportunity to student or doctor regardless of nationality. Enquire for further particulars.

Monsieur Richard, Medical Electrician Scientific Specialist, Patented by British Royal Letters Patent, No. 2 254, Certificated by His Excellency the Honourable Sir Frederick Matthew Darley, Knight Lieutenant Governor, endorsed by the Minister of Justice, and the Highest Testimonials from Government officials, Patients of all Stations of Life, and the Critics, etc. Publish here by the Press, as an introduction to the public. The originals may be read at the consulting rooms, by whom it may directly concern.

MODERN SCIENTIFIC WORK METHOD OF CURE, AND MODUS OPERANDI

In applying Electricity to the Human System, Monsieur Richard charges himself with his Electricity, he conducts the current at will from his finger tips, there is absolutely no danger of shocks. A child may be treated *without pain or fright!*

Monsieur Richard has practised Medical Scientific Electricity these thirty years, his experience of long date speaks of itself, he has practised many years in tropical climates, he has given scientific applications in many serious ailments, specially in cases of Paralysis; Rheumatism, Gaut, Deafness, Defective Sight, Spine Trouble, Stuttering, Nerve Troubles, Youthful folics of indiscretions, Loss of vitality, &c.

Monsieur Richard is not a medicine prescriber, nor a seller of patent medicines, Batteries, Belts, or Paraphernalias, his Scientific Services only are obtainable at his consulting rooms, he does not visit patients at their residences, and may be consulted, in English, French, German, Spanish, &c.

THE POOR ARE TREATED FREE EVERY SUNDAY, from 9 A.M. to 12 regardless of color, casts, creed, or nationality.

Professor Richard, Sin Kee Street, Fook Tak Lee Street, CANTON, 5 minutes' walk from Shameen. [13233d

Hotels.

GO TO THE

KOWLOON HOTEL,

R. F. DALY, Manager. KOWLOON. J. W. OSBORNE, Proprietor.

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINES.

Large and Lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply to THE MANAGER.

Hongkong, 1st November, 1902. [1339c

"BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA), MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the Sea, and affords comfortable accommodation for travellers.

The strictest supervision as to food and cleanliness is exercised by a European Manager.

Telegraphic Address: "BOA VISTA." 57d]

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co., VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co., *CONNAUGHT HOUSE.*

95-1c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers) 9, Old China Street, Shanghai.

12th October, 1902. [2r

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE, CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS, AND

GENERAL EXPORTERS.

No. 36, Queen's Road Central,

Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [1256c

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 14th May, 1896. [15

DROZ & Co.,

WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER WATCH & CHRONOGRAPHS.
TRADE MARKS:
MAXIM, BERNA, &c.

REPAIRS of WATCHES and CLOCKS by competent European experts at Moderate Rate.

No. 14, QUEEN'S ROAD CENTRAL.

Hongkong, 10th October, 1901. [1236c

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS and FILMS.
Sole Agents for "OMEGA" WATCHES. "OMEGA" is the best, "THREE YEARS guarantee given to every purchaser.
60, *QUEEN'S ROAD,* Watson's Building.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

Is now in a position, in his New and Commodious Premises, to eclipse, as heretofore ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1898. [45

XMAS SPECIALITIES.

H. RUTTONJEE has just received and is showing as follows:—

Cadbury's Assorted Creams, Macaroons, Montelimart, Callard and Bowser's Assorted Toffees, Butterscotch, Almond Rock, Nougat.

ALSO

French Sweets, viz.: Almond Flats, Rose Burnt Almonds, Marzilan Almonds, Raspberry Drops.

10 % Discount for Cash.

H. RUTTONJEE,
No. 5, D'Aguilar Street, Hongkong,
No. 39, Elgin Road, Kowloon.

Hongkong, 29th November, 1902. [807d

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AILMENTS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS for HONGKONG and the EMPIRE OF CHINA:—
WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

CHEONG SHING.

No. 39, Queen's Road Central,
(Opposite to Messrs. GAUPP & Co.)

DEALERS IN Jewellery and Silks, Pearls and Jadestone Ware, Ivory Ware and Curios, Chinese Goods of all kinds.

And also General Exporters.

An inspection is respectfully solicited. Good quality and good workmanship guaranteed.

☞ Prices lower than other shops in the same line of business. [1061



SANG MOW.

DEALER IN Rattan Furniture, Bamboo Blinds and Matting of All Colours,

No. 45, Queen's Road, Central.

Price Lists On Application, Orders Executed Promptly.

Hongkong, 12th May, 1902. [145d

SEA SUPERSTITIONS.

THE SAILORS' FRIDAY.

The fading superstitions of the sea will possibly experience a vigorous revival by the uncanny tale of the *Ventnor*, which foundered off the New Zealand coast a few weeks ago, with its load of bones of Chinese dead.

This strange coincidence of a vessel laden with such a gruesome cargo foundering so soon after leaving port, has been interestingly discussed—simply as a coincidence by many, and with a little awe, possibly, by the superstitious. The ordinary seaman of to-day may concur with the landsman, who observed, "No wonder," when he read the announcement of the wreck, but the old legends and superstitions of the sea, to use an Americanism, do not "cut ice" with him.

By far the greater part of sailor beliefs and usages in regard to luck is applied to the luck or ill-luck of certain days. The days of the week generally, with the exception of Friday have borne a good character. But Friday is of all days the one said to be proverbially unlucky for sailors. Old sailors tell of the keel of the ship that was commenced on a Friday, finished on a Friday, named the Friday, commanded by Captain Friday sailed on a Friday, and foundered on the same luckless day with all hands.

As a useful set-off against this superstitious dread, Friday is frequently regarded as a lucky day, notably in America, for Columbus sailed on Friday, discovered land on Friday, and the Pilgrims landed on the same day, on which also Washington was born. A nice point arises here. The Spaniards deem it unlucky to sail on Friday. Columbus sailed on that fateful day, and found the country that brought humiliation to the country he served.

THE "CHINGTU'S" EXPERIENCE

An instance in support of the sailor belief was given last year, says an exchange, when the *Chingtu* returned from China with the Australian Naval Contingent. The steamer left Taku on a Friday, and sailed from Hongkong on a Friday. On the same day, a week later, it is recorded, the ship's cat and a fox terrier came to blows, and the cat died, while on Friday the health-officer came aboard, and, in the natural nautical order of things, quarantined the ship.

But steam has changed this superstitious feeling in regard to Friday. The idea of detaining a vessel in port a whole day in deference to a superstitious idea, which, despite the instances of disasters, notably of the English ship *Captain*, and the troopship *Birkenhead*, which both sailed on a Friday, is regarded as ridiculous, and it has died a natural death, like other superstitions of land and sea.

FOREIGN DREAD OF FRIDAY.

Among the Spanish, Italian, Austrian, and Greek sailing vessels, Friday is still held in most superstitious awe. One modern writer on the sea says: "On Good Friday there is always a regular carnival held on board these vessels, the yards being allowed to hang at all sorts of angles, the gear flung dishevelled and loose while an effigy of Judas is subjected to all the abuse and indignity that the lively imaginations of the seamen can devise. Finally, the effigy is besmeared with tar, and it is set alight, amid the frantic yells and execrations of the seamen."

THE PHANTOM SHIP.

'Tis the phantom ship that, in darkness and wrath,
Ploughs evermore the waste ocean path;
And the heart of the mariner trembles in dread
When it crosses his vision, like a ghost of the dead.

The most picturesque and romantic of the many tales among sailors was the legend of the *Flying Dutchman*. The usually accepted version of the story is that an unbelieving Dutch captain had vainly tried to round the Cape of Good Hope against a head gale. He swore he would do it, and, when the gale increased, laughed at the fears of his crew, smoked his pipe, and drank his beer. He threw overboard some of them who tried to make him put into port. An apparition descended on the vessel, the captain fired his pistol, piercing his own hand and paralysing his arm. He cursed God, and was then condemned by the apparition to navigate always without putting into port, only having gall to drink, and red hot iron to eat, and eternally to watch. He was to be the evil genus of the sea, to torment and punish sailors, the sight of his storm-tossed barque to carry presage of squalls, disasters, and tempests. His ship is the true purgatory of the faithless and idle mariner.

Various localities on the English coast are said to be haunted by these phantom appearances. The Cornish coast especially is credited with being frequented by them. But the story is told in many languages, and many nations have their Vanderdecken.

Clark Russell, in one of his sea stories, tells of the demon ship—"There may be encountered off the Agulhas bank, and upon the southern and eastern coast of the African extremity, a huge and ancient fabric rigged after a fashion long fallen into disuse, and manned by a crew figured as presenting something of the aspect of death in unholy and monstrous vitality."

THE PRIMAL FISH STORY.

Among other prominent superstitions that still survive in sailing vessels everywhere is connected with Jonah. It is, however, says a writer of sea stories, confined to his bringing misfortune upon the ship in which he sailed, and seldom is any allusion made to his miraculous engulphing by the great fish. It does not take a long series of misfortunes overtaking a ship to convince her crew that lineal descendant of Jonah, and an inheritor of his disagreeable disqualifications, is a passenger. John Smith records that he was deemed a "Jonah" while on a voyage to Rome. The sailors declared "they would never have fair weather while he (a heretic) was on board."

This tinge of religious fanaticism shows itself in another way. It is an unheard of misdemeanour on board ship to destroy or put to common use paper upon which "good words" are printed. The man guilty of such an action would be looked upon with horror by his shipmates although their current speech may be vile and blasphemous.

SUPERNATURAL FINNS.

To the most prosaic of all sea-going people, the Finns, has been allotted a supernatural status. It is stated that in British, American, and Scandinavian vessels Finns are credited with characteristics which would have led to trouble a hundred years ago. A whole host of legends have grown up around Finnish seafarers.

No Finn, it is declared, was ever known to lose anything while there was a rat in the ship, and the reason why Finns are always fat is because they have only to go and stick their knives in the foremast to effect a total change in their meat to whatever they fancy most keenly at the time. They are credited, too, with being able to draw any liquor they like from the water breaker by turning their cap round, and they never write letters home because the birds that hover round the ship are proud to bear their messages, whithersoever they list. The catalogue of the privileges of these marines could be greatly extended.

SUPERSTITION AND THE ALPHABET.

Sometimes it is a letter of the alphabet that brings ill luck. It is often said, with reference to the United States Navy, that the letter S is an unlucky one, from the losses of the *Suwanee, Sacramento, Saranac, San Jacinto*, and many others. But a careful examination of the list shows that but one-fifth of the ships whose names begin with that letter have been lost. Another American maritime superstition was founded upon the refusal of Dr. Bowditch, who was much consulted by underwriters, to insure a ship whose name commenced with O, as he declared that such ships were an unlucky venture, that they were lost, their cargoes burned or damaged, and were in every way unfortunate risks.

It has been noted that the *Royal George* and the *Royal Charlotte*, two English ships built at the same yard, and named after the reigning sovereigns, were both lost, with all on board.

This belief in the good or evil luck of ships has had great influence in the choice of names. Spanish sailors will not choose a secular name, as it is considered unlucky. So ancient Greeks seem to have avoided a masculine name, as all their ships bore feminine ones, probably in deference to Athene, goddess of the sea.

SOME POPULAR BELIEFS.

There are still sailors who whistle for the wind, but the belief in the power of his sifflement has gone with other superstitions. Time, too, has outlined the objection to the presence of a clergyman on board. The notion that the presence of clergymen necessarily meant a run of bad weather has long since been exploded, although it is still custom for a minister to be chaffed by his fellow-passengers, and threatened with a "ducking" if the weather becomes at all rough.

The belief that the death, whether of a man or an animal, must be followed by a gale, is even still held, and more firmly than any other, except perhaps the idea that sharks, in horrible anticipation, will follow any ship wherein is a sick man or woman.

A RISKY PRACTICE.

It is curious to learn that expectoration to windward was considered unlucky among the Maldine Islanders. Even in these unromantic times such a practice, for obvious reasons, is likely to provoke an incipient riot, even on a Manly steamer.

To hand anything through a ladder was considered unlucky. An anecdote is told of a ship captain who greatly offended a sailor by passing him a mug of beer through a ladder. The dread of this practice may also be said to have outgrown itself.

Sneezing, too, had its place in sea superstition. Among Baltic mariners it was deemed unlucky to sneeze on Christmas Day. The Greek and Roman sailors thought a sneeze to the right hand lucky, to the left hand unlucky.

Themistocles is said to have conceived a good opinion of the result of a naval engagement in which he was about to participate by a sneeze to the right just as he was about to sacrifice to the gods. Timotheus, on the contrary, would not sail because he heard a sneeze to the left of him.

Shetlanders still prognosticate the weather by sneezing.

SAVED FROM A WRECK TO BE DROWNED.

Unfortunately, there are many superstitions of the sea that prove to be false, for instance, the belief that those who are saved from a wreck will never be drowned.

Of many instances two may be mentioned as peculiar, because the subjects saved lives. Brave Rogers, who swam ashore with a rope from the ill-fated *Royal Charter*, which was being crunched to atoms, only a few miles from her journey's end, near Liverpool, was afterwards drowned in the Teremakau River, on the west coast of New Zealand, and the cook "Antonio," of the *Traarua*, who swam ashore with a lady, when that vessel was lost with over 100 lives off Waipapa Point, Otago, was afterwards drowned while carrying out business as a fisherman.

VARIOUS SAILOR LEGENDS.

The strange beliefs of sailors in omens, charms, luck, and images are numerous. A few, however, may be given. A belief in the virtues of odd numbers was very prevalent, as shown in the usages of maritime nations with regard to salutes. Children, according to some, are unlucky on board English ships, but others say they are considered fortunate. Hares, as weather bringers, were especially considered ill-omened. The Norman fishermen declined to take cats and priests in their boats. Swedish sailors would not go to sea in a ship having a cat or a spinning-wheel on board. Somerset fishermen would not go to sea if they met a pig while on their way to the boats. A ship was considered to be unlucky if anyone was killed in launching her.

In Pomerania stolen wood was employed in building a ship. If the first blow struck in fashioning the keel drew fire the belief was that the ship would be lost on her first trip. In Ireland it is deemed unlucky to use the wood of a certain tree, called sorb, in building ships. It was even thought unlucky on board of English ships to turn a hatch cover upside down, or to lose a bucket or swab overboard. Seamen thought it a misfortune to lose or tear the colors, and it was unlucky in English ships to sew sails on the quarter deck.

When a basin was turned upside down fishermen in the South of England would not go to sea. The Dutch in the fifteenth century deemed it lucky if a ship, when laden, heeled to starboard, but unlucky if to port. Chinese junk sailors considered it unlucky, and a forerunner of foul weather, to expectorate over the bows of the vessel when starting on a voyage. When Irish sailors passed a little island, MacDara, they wetted their sails three times in the water to insure a good voyage. Spanish sailors regard it as unlucky to place the left foot ashore first, or board a ship left foot first. It is considered unlucky for a Spanish house wife to put the broom behind the door with the brush up during her husband's absence at sea. When Greenock whalers left port it was formerly a custom to throw old shoes after them for luck. At the present day the whale fishers of Scotland before leaving often burn effigies to promote a lucky voyage.

ASK for ASAHI JAPANESE BEER—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault.

ASK for ASAHI JAPANESE BEER.—G. Girault

Intimations.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOAP. JEYES FLUID DISINFECTANT SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 6th March, 1897. [91

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA MARU ..... J. MacKenzie	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 13th Dec., at Daylight.
TAMBA MARU ..... J. W. Wale.....	NAGASAKI, KOBE and YOKOHAMA	TUESDAY, 16th Dec., at Daylight.
KINSHIU MARU* ..... F. L. Pyne	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 16th Dec., at 4 P.M.
SADO MARU ..... J. B. Macmillan.....	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 27th Dec., at Daylight.
YAWATA MARU..... A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 27th Dec., at Noon.
SHINANO MARU* ..... M. J. Curnow.....	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA	TUESDAY, 30th Dec., at 4 P.M.
KUMANO MARU ..... E. W. Haswell	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE	THURSDAY, 1st January, at 4 P.M.
SANUKI MARU ..... W. Townsend	KOBE and YOKOHAMA	FRIDAY, 2nd January, at Daylight.
BOMBAY MARU..... T. Murai	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 2nd Jan., at Noon.

* Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 5th December, 1902. [5

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"PARRAMATTA,"

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this for BOMBAY, TO-MORROW, the 6th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *vid* Bombay with Transhipment.

Parcels will be received at this Office until 5 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 5th December, 1902. [4

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

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THE CHRISTIAN BROTHERS

Hongkong, 22nd November, 1901.



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Hongkong, 8th July, 1902. [728d

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Hongkong, 3rd December 1902. [10

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All communications intended for publication in The "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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Single Copies Daily, ten cents; Weekly, twenty-five Cents.

BIRTHS.

On the 27th November, at 13, Peking Road, Shanghai, the wife of LESLIE J. CUBITT, of a son.

On the 30th November, at 9, Chaoufoong Road, Shanghai, the wife of WILLIAM ESSINGTON KENT, of a daughter.

DEATH.

At Taokou, Honan, on November 19th, T. S. KIMBER Woolwich, England, of typhoid, Assistant Engineer to Messrs. S. PEARSON & SON, LTD., aged 21, deeply regretted.

The Hongkong Telegraph

HONGKONG, FRIDAY, DECEMBER 5, 1902.

THE DOCK COMPANY'S PROPOSAL.

On Monday next what has been considered will be one of the most important meetings in the history of public companies in Hongkong will be held at the City Hall, under the direction of the chairman of the Hongkong and Whampoa Dock Company Limited. This meeting, it is but superfluous to add, has been called for the purpose of discussing and, if though fit, of approving the Directors' proposals for the construction of a new dock. It has been the all-absorbing topic of conversation, both by those whose business it is to profit by the ups and downs in the local stock exchange, and by that other class whose everyday life is confined to the humdrum routine of work at the desk. At this stage and on the eve of the discussion being carried on with a view to the adoption or rejection of the proposal against which so much has been said, but in favour of which so little has been written, it may serve some useful purpose if we place before our readers to-day a summary of the opinions that have been publicly expressed in regard to this most important subject, with such criticism as, in the light of our own judgment, seems to be called for. In discussing a similar project in 1888, we alluded to the Company's business as a prosperously safe one that can be easily understood and fairly calculated by any person of ordinary intelligence. "As an important shipping centre," we said, "this port will always be the headquarters of a large fleet of steam vessels, which must undergo periodical docking and repairing. Allowing something for a margin, there should be very little difficulty in forming an approximately reliable estimate of the amount of work and the actual profits that will fall to the Dock Company's share every six months; the shipping trade is so regular year after year that such estimate will never be very wide of the mark." With the exception of abnormal periods, brought about by a combination of most exceptional circumstances, to wit, the Spanish-American war, and the outbreak of hostilities in Northern China in 1900-01, those remarks appear to have amply borne out the conditions of the business attending this undertaking in Hongkong. Arguing from the standpoint of the Company's Directorate the working in the past has frequently been attended with difficulties in providing docks. Of the six dry docks that the Company possess there is only one that will take a ship drawing over twenty feet. It is further argued that hitherto the Dock Company has held the foremost place in the East in providing for the requirements of the mercantile marine and also of His Majesty's and foreign navies. The question to be decided now is whether the Company can continue to maintain a position which has been profitable to all concerned, and whether it would not be necessary to extend its present capacity, and thus prevent business drifting away into the hands of more modern and up to date competitors not only here but in North China, Japan, and on the West Coast of America, etc. Looking into the speeches of successive Chairmen delivered at successive meetings of the Company it is strange, to put it mildly, to have the Company's establishments represented by its own Directors as being less modern and less up to date than similar concerns around and about us. We say it is strange, for there is no denying the fact that various amounts—in the opinion of shareholders largely in excess of what has been really necessary—have been written off the value of the Company's property and to provide for improved machinery and more modern appliances. These amounts should have been ample to secure for the Company an establishment, if not better than any, at least second to none, in the East. The first public action taken by a combined number of shareholders was on the 4th July, when a letter was addressed to the Directors of the Company stating that it had come to the knowledge of the shareholders, that negotiations were now in progress between the Directors on behalf of the Company and the Government, with a view to acquiring a site for the proposed new Dock, and that the Government was willing to grant the site but on certain conditions. A request was at the same time preferred, as there were momentous issues involved in the scheme "before a final decision is come to and the Company definitely committed to a particular course, shareholders should be given an opportunity of discussing the project in its entirety." In reply to this request, the Acting Secretary wrote as follows:—

Hongkong & Whampoa Dock Co., Ld.
Hongkong, 7th July, 1902.

Sir,—I beg to acknowledge receipt of the communication, accompanying your letter of 4th instant, signed by yourself and other shareholders addressed to the Board of Directors of this Company, which was read at to-day's Board meeting; and, in reply, I am instructed to inform you that it has never been the intention of the Directors to commit the Company to extending the present dock accommodation without first submitting their proposals to shareholders.

I am further directed to inform you that negotiations are still pending with the Government for acquiring a site for the proposed new dock, but the Directors have, up to the present, failed in getting an offer of the property on such terms as would warrant their recommending its purchase.

I am, Sir, Yours faithfully,
for the Chief Manager,
GEO. A. CALDWELL,
Acting Secretary.

H.M.S. H. Esmail, Esq.

Meanwhile, both in our columns and those of our two contemporaries letters and articles appeared severely criticising the scheme from the standpoint of the shareholders. On the 4th August a notice appeared of an extraordinary general meeting, over the signature of the Acting Secretary, "for the purpose of considering and, if thought fit, of accepting, an offer from the Government to grant to the Company a Crown Lease of a certain piece of land adjoining the Company's premises at Hunghom, for the construction of a proposed new dock, on certain terms which will be duly submitted to the meeting." On the following day a further letter was addressed by certain shareholders to the Directors with reference to this notice. It seemed to the signatories that the notice given of the meeting was altogether insufficient. They pointed out that,—

it must be remembered that this notice has been published after the closing of the books, and a number of shareholders, who have not already lodged their shares, would, were the meeting held as proposed, be debarred from attending the meeting or taking part in the proceedings. Many other shareholders who hold shares in the names of former proprietors would also be liable to have those shares used against them.

We cannot suppose that the Board of Directors fixed upon this early date intentionally or with design to surprise, but prefer to believe that it was purely accidental and due to a desire merely to study the general convenience. We feel sure that the matter needs only to be pointed out for the Directors to reconsider the date of the meeting and postpone it for such time as may be necessary for the books to be opened and opportunity be allowed for the transfer of shares to the names of present owners. In view of the very great importance of the question to be discussed at the extraordinary meeting, the undersigned do not hesitate to make this request.

Upon reconsideration, the date of the meeting was postponed, an advertisement of the postponement appearing in the evening papers of the 6th August. Meanwhile, the storm of invectives levied in unmeasured terms against the promoters of the scheme continued unabated. On the 6th August Mr. J. R. Michael, one of the shareholders, wrote requesting that the shareholders might be furnished, "with the Government's proposal in regard to the sale of the land for the new dock, and the outlines of the actual scheme which is to be put before the meeting, so that they may have an opportunity of considering them beforehand in all their bearings." With good grace the suggestion thrown out by Mr. Michael was taken up by the Directors who, through their Chief Manager, wrote him in reply on the 8th August informing him that, "the general outline of the scheme will be circulated among shareholders prior to the special meeting, which will be called about three months hence, and in ample time for the consideration of shareholders at that meeting." On the 18th of the same month our morning contemporary, which had been very reserved over a question that excited a good deal of public comment, had to follow in our wake with the apology that, although it seldom felt itself called upon to take a hand in matters which concerned public companies,

"inasmuch as we entertain (to quote from the article) the belief that, as a rule, the shareholders are, or, ought to be, competent to look after their own interests, while the community generally can look on with unconcern if a mistake is about to be made or a disastrous competition invited or averted. But in this case, where so many absent investors are interested, where a vast sum of money is proposed to be spent—a sum at least double the capital of the Company—it seems to us that a calm and dispassionate review of the whole subject may prove useful and help the shareholders to come to a sensible decision on a matter of real moment to the Colony, inasmuch as the stock is widely held and its permanent depreciation cannot fail to have a very adverse influence on the market generally."

Concluding its editorial, the *Daily Press* gives it as its opinion that, "the opportunity to build the desired big new dock has come and gone, and it now only remains to make the best of what is assuredly a fine property with excellent prospects if conducted on the lines of commonsense." This article appeared on the very day that the half-yearly meeting, with every prognostication of being a stormy one, was to be held. True to the prophets the forecast was in every sense realised. Dissatisfied with what was considered the unsatisfactory appropriation of the Company's profits for the half year ending the 30th June last, the shareholders rose in arms against the guardians of their purse, and, championed by Mr. Michael, emphatically declared the hostility, which was rancouring in their breasts, against the Directors. Apparently with the determination not to be baffled by the amendment being carried in favour of the shareholders, the Chairman, at that meeting, demanded a poll, which was subsequently taken on the 18th ult., with the result that a proportion of six to one votes was in favour of the amendment. Over the statement made by the Chairman at the adjourned meeting on the 18th November, some unpleasantness has arisen in connection with an alleged misunderstanding between the Company's solicitors and the Board of Directors in regard to the adjournment of three months, making it necessary for the former to publicly assert the existence of the alleged misunderstanding. Prior to the last meeting the proposed scheme, dated 22nd September, so eagerly looked forward to was issued, and its publication only evoked another storm of condemnation in regard to the Directors' action. The Colonial Government is justly "slated" for the onerous conditions it imposed; conditions which upon further representations being made to the Secretary of State were relaxed to the extent of an extension of time for the completion of the works being granted and the payment of the purchase money being spread over four instalments instead of in a lump-sum. While ways and means have been put forward by the advocates of the additional Dock, the project does not offer any satisfactory estimate of the earnings which can be reckoned on with any reasonable degree of safety. All we find in allusion to this vital point is that the proprietors of the Dock Company must look chiefly "to a growth of the trade with China over the Pacific as well of course, as from Europe." The element of risk is not removed from this somewhat optimistic view of the trade possibilities with the Orient to intercept which, so far as business coming within the scope of this article is concerned, establishments are raised, which, in the opinion of many, will be in excess of any probable demand that may be made upon it. At the later stage of this acrimonious discussion we regret to perceive that a tendency is exhibited to degenerate it into personal aspersions upon the Directorate. The case should be discussed on its own merits, and discussed in that light we do not hesitate to state that by adopting so stupendous a work will be but to spell ruin among a large class of individuals with whose downfall will be brought the retarding of the Colony's material prosperity. The seriousness of the whole question must not be minimised. The Directors have a grave responsibility before them, and in accepting their very handsome remuneration they have saddled themselves with duties and responsibilities, not only to conduct other people's affairs, but to control and manipulate their money in such a way only as meets their views and receives their unqualified approval. In this instance, a strong sense of disapproval has been expressed, and it only remains for the scheme to be withdrawn in accordance with the wishes of shareholders before confidence and satisfaction can be restored.

THE CURRENCY QUESTION.

That the question of the currency has assumed a phase almost bordering upon a crisis not even the greatest optimist can deny. In Hongkong most people have been powerless to devise a means by which they could free themselves from the incubus of a rapidly depreciating dollar, reducing, as it does, to a serious extent the earnings which they have to spend on every commodity which is imported and charged for on the basis of a sterling value. The wage-earning class is made to suffer in a far more serious degree than his brothers in trade. The latter, however, are also very severely affected, and to what degree they may have still more to suffer it is not safe to venture any prophetic statement. Siam in following the example of India by beginning to close her mint to the free coinage of silver has created a most serious state of affairs for Hongkong, with probably grave consequences to rice merchants and ship-owners alike. Telegraphic information has been received in Hongkong to-day that, in consequence of the Banks refusing to buy or sell bills on Siam, the trade between this and Siam is practically suspended for the time being. Ships which have entered the Siamese port to load rice have had to clear in ballast for Saigon. With the failure of the rice crop in China and the difficulty, now created by the exchange problem, to draw from Siam for the usual supply the conditions of affairs in China, which have begun to look ominous, may be further aggravated, and the impending famine find but little hope of relief. It may be all very well to say that the step adopted by the Siamese Government will be to the advantage of the country, but so far as the Colony is concerned with "the gold chain closing round China" the burden is rendered more and more irksome.

LOCAL AND GENERAL.

HONGKONG & SHANGHAI BANK shares close to-day at $650 buyers.

MORE POLICE:—Four of the new recruits for the Hongkong Police force arrived from the old country this morning.

THE NAVY LEAGUE:—The books of the local branch of the Navy League are to be closed on the 31st inst. The annual meeting will be held early in January.

LONDON TO JAPAN IN 15 DAYS:—The International Sleeping Car Company offers to convey mails by the Trans Siberian Railway from London to Japan in fifteen days.

A SEVENTY-THREE DAYS' PASSAGE:—The Italian barque *Lothair* arrived from Callao, Peru, yesterday, after a 73 days' passage. Two Chinamen on board died during the trip.

WARREN'S CIRCUS returned from Macao yesterday, and left for Hanoi by the str. *Hanoi* this morning. The Company is going to the Exposition under a three months' contract.

A RECORD:—Twenty-four deep-sea craft arrived at this port between the hours of 6 a.m. and 5 p.m. yesterday, and local 'shell-backs' are discussing whether it is not a record day.

SILVER is now quoted at twenty two pence half-penny, reports a London cable of the 22nd ult. The export trade of Great Britain is suffering from the effects of the drop in silver.

HONGKONG JOCKEY CLUB:—We are in receipt of the corrected programme of the Hongkong Jockey Club race meeting, 1903, and will reproduce it in our columns to-morrow.

WILSON BARRETT'S NEW PLAY:—Wilson Barrett's new play, *The Christian King*, deals with the story of King Alfred and is cleverly constructed. Barrett appears in the title role.

MAN OVERBOARD:—The *Arratoon Apcar* arrived from Calcutta yesterday afternoon, and it has transpired that a man disappeared from the ship during the voyage; he is supposed to have gone overboard.

UNPLEASANT INTERRUPTION:—While thirty-five natives were indulging in a pleasant gamble at Min-Yeung they were raided by the 'men in blue'. The two leaders were fined $50, and the others $3 apiece.

FLOODS AND TIN REVENUE:—There are fears that the unusually heavy rains in Perak and Selangor, which flooded many mines, may tell seriously on the Government revenue from tin during the last quarter of this year.

CHINA'S INTEGRITY INJURED:—The Chinese Government intends to dismiss the Governor of Hunan on the ground that he has injured the integrity of the Empire in connection with the settlement of the Chênchou affair, reports a Tientsin telegram of the 22nd ult.

A CHINO BEGGAR charged at the Magistracy this morning with being a rogue, vagabond and vagrant was asked where and how he earned his living. He answered "I live evelyplacee, workee evelyting; all piecee can do." He will do fourteen days, and try a hand at new pidgin.

UNLUCKY STAR:—Peking officials, says the *China Times*, are much concerned about the report from Shanghai of the appearance there of an unlucky star seen there,—a comet with a tail two feet long! From this—whether from the comet or its tail—they conclude that a great disaster is coming in China.

BY KIND PERMISSION of Lt.-Col. and officers, the Band of the 10th Bombay Light Infantry will play at the Hongkong Hotel to-morrow (Saturday) from 8 to 9.30 p.m.

PROGRAMME.

1. March ..... "The Scotch Brigade" ..... Arbuckle.
2. Selection ..... "Telephone Girl" ..... Clover.
3. Lancers ..... "Pirates of Penzance" ..... Albert.
4. Valse ..... "La Marie" ..... Vas.
5. Selection ..... "Canada" ..... Darwood.
6. Divertissement at "Doux jeux" ..... Veyaux

God Save the King.

THE CHENCHOW MURDERS:—The *Su Pao* again states that the Chenchow indemnity for the murder of two British missionaries was sent to the British Consul at Hankow on the 25th ult. through a deputy by Governor Yu of Hunan. The British Vice-Consul has returned to Hankow from Hunan, where he went to be present at the decapitation of the Chenchow officer Liu. Again as the riot took place only the day after the Prefect, Cheng-Shihien, took over the seals of his office, he was excused from contributing to the indemnity. The Governor of Hunan has ordered workmen in charge of deputies to proceed to Chenchow to start work on the monument to be erected to the memory of the murdered missionaries.

CRICKET:—To-morrow the return match with the Army Ordnance Department will be played. The following will represented the Craigengower Cricket Club:—L. E. Lammert, R. Bass, A. O. Brawn, L. A. Rose, J. B. Jordan, E. Ford, M. H. Harteam, V. L. Stuart, J. D. Kinnaird, R. C. Witchell, and M. E. Asger.

INDRAPURA:—The *Indrapura* left for Columbia River yesterday, the damage caused by the recent fire in her hold having been thoroughly repaired. The native apprentice painter, injured on Thursday while working at the vessel's steering gear, died at the Government Civil Hospital yesterday. An inquiry will be held.

FOOTBALL:—To-morrow afternoon on the Happy Valley the Hongkong Football Club will play H.M.S. *Ocean*. Kick-off at four o'clock. The following will play for the Club:—G. C. Hickling, goal; O. T. Barnes and J. W. C. Bonnar, backs; G. H. G. Askell C. T. Kew, and W. T. Caulfield, halves; W. R. Lemarchand, E. J. Liberand, C. R. S. Cooper, R. Kerr, and G. A. Cooke, forwards.

CHINA ASSOCIATION DINNER:—Amongst the guests who accepted invitations to be present at the China Association annual dinner on 12th ult. were Admiral Sir E. H. Seymour, G.C.B., Sir Francis Bertie, K.C.B., Sir M. Ommaney, C.C.M.G., Sir James Mackay, K.C.I.E., and Sir Pelham Warren, K.C.M.G. Mr. W. Keswick, M.P., the President of the Association, presided. Sir Thomas Jackson, Bart, was to propose the toast of "Our Guests," and Sir James Mackay, K.C.I.E., had consented to reply.

THE EVACUATION OF SHANGHAI is a matter that is supposed to have been settled in Europe and yet we have no confirmation of it from the Chinese here, reports the Peking correspondent of the *Shanghai Mercury*. If the three articles which the German Chargé d'Affaires negotiated with Prince Ching have been waived by Germany, they have not been withdrawn by the Chargé, and the French and Japanese have no assurance that the evacuation will be pulled off. The Japanese will remove their troops within a week if they get the assurance.

DR. HO KAI DECORATED:—Last night at Government House, the Hon. Dr. Ho Kai was formally invested with the order of Companion of the Order of St. Michael and St. George, conferred upon him on the occasion of the Coronation. There was a very distinguished assembly to witness the ceremony, which was preceded by dinner, to which twenty sat down. Among the guests present were H. E. Major General Sir W. J. and Lady Gascoigne, Admiral Grenfell, and Commodore Powell. H.E. the Governor congratulated Dr Ho. Kai and conferred the decoration upon him.

THE JANET WALDORF COMPANY gave a successful production of *Twelfth Night* last evening at the Theatre Royal before a fairly good house. As usual, the various artists took their parts well. To-night Dumas' powerful drama *Camille* will be staged. This play has been well received in Europe, the States, and Australia. The points of interest will be taken by Miss Janet Waldorf in the role of *Camille*, and that of *Armand*, by Mr. Norval McGregor. We understand this is one of the finest productions of the Waldorf Company, and have every belief that a full house will be ensured.

THE FORTHCOMING REGATTA:—The race between the two English crews of the V.R.C. and H.K. Boat Club will be rowed off on Saturday, the 6th instant, and it will depend upon the result which crew is to represent the English in the International Race at the forthcoming Regatta. It is expected that the contest will be a keen one. A steam launch will leave Blake Pier to-morrow afternoon at three o'clock for members and friends. The following are the crews:—

V.R.C.	H.K.B.C.
C. E. Hance, stroke	H. L. Bingay, stroke
A. Humphreys 3	C. Mc I. Messer 3
J. H. Hance 2	G. H. Edwards 2
J. Rattie, bow	F. C. Barlow, bow

KIAUTSCHOU IMPROVEMENTS:—The preparatory work for the building of a pier in the principal harbour of the Kiautschou Bay having been completed, the foundation stone was laid on Saturday, 15th November. Many officers and government officials were present and a large number of spectators had assembled early in the forenoon to witness the ceremony. Governor Truppel made a speech suitable for the occasion, ending with three hurrahs for Emperor William. The original document having been read by Captain Funke, this together with a plan of Taingau, a plan of the proposed harbour, a copy of the *Deutsch Asiatische Warte*, and as copy of the *Amtsblatt*, as also a few silver coins from the colony, were placed in a receptacle in the foundation stone, which was then closed. It is expected that before the expiration of one year ocean steamers will be brought alongside this pier.—*Deutsch Asiatische Warte*.

SHIPPING AND MAIL NEWS.

MAILS DUE.

German (*König Albert*) 10th inst.
Indian (*Lightning*) 10th inst.
Canadian (*Athenian*) 11th inst.
American (*Guelic*) 13th inst.
Canadian (*Empress of China*) 22nd inst.
American (*Hongkong Maru*) 23rd inst.

The P. & A. S. S. Co.'s steamer *Indrasamha* left Kobe this morning for this port *vid* Moji and is expected here on or about the 12th inst.

COTTAM & CO., FOR TRESS'S STRAW and FELT HATS.

COTTAM & CO., FOR SUMMER UNDERWEAR. 1956a

COTTAM & CO., FOR PANAMA HATS.

COTTAM & CO., FOR SUN HATS.

COTTAM & CO., FOR WASHING NECK TIES.

TELEGRAMS.

(*Reuter's.*)

Roosevelt's Message to Congress.

LONDON, December 3rd.

The message of President Roosevelt on the opening of Congress, reaffirms the necessity for legislation, and even a change in the constitution, to permit of the supervision of trusts, but care must be observed that the great legitimate enterprises are not injured. In conclusion the message strongly advocates an efficient navy capable of backing up the Monroe doctrine.

A Diplomatic Change.

Baron de Rosen, Russian Minister, to Greece, has been transferred to Japan.

LATER.

The Evacuation of Shanghai.

The *Norddeutsche Allegemeine Zeitung* says that the date of the German evacuation of Shanghai depends upon the transports available, but that in any case the German troops will evacuate the place during the course of January.

Holland and the Sugar Convention.

The second Dutch Chamber has adopted the Sugar Convention. During the sitting the Foreign minister declared that Great Britain would have been obliged to countervail sugar to protect her Colonies if the bounties had been continued.

Somaliland.

It is unlikely that Colonel Manning will be able to take the field against the Mad Mullah before the middle of January.

Spain.

—The Spanish Cabinet has resigned.

Great Britain and Venezuela.

Four British warships have left Bermuda for Venezuela and two more are to follow.

(*From N. C. D. News.*)

Still Hopes for Southampton.

LONDON, 27th November.

The Secretary of the P. & O. Company says that the question of their headquarters is not yet settled.

Herr Krupp's Recent Anxieties.

LONDON, 27th November.

Herr Krupp had before his death just commenced proceedings against the *Verwaerts*, which charged him with gross immorality.

The British Academy's First President.

LONDON, 28th November.

Lord Reay, G.C.S.I., G.C.I.E., LL.D., Edin, Chairman of the London School Board, has been elected the first President of the new British Academy.

Donald James Mackay, 11th Baron Reay and head of the Clan Mackay, was Lord Rector of St. Andrew's University, 1884-86; Governor of Bombay 1885-1890, Under Secretary for India, 1894-95, and is President of the Royal Asiatic Society and of University College London.—ED. *N.C.D.N.*

The Chinese Engineering and Mining Co.

THE TIENTSIN MEETING.

TIENTSIN, November 28th.

At the meeting to-day it was resolved that the success of the enterprise demands strict adherence to the contract of 1901, particularly as regards the removal of the Board to China; that the attempt to administer the company from Europe is at variance with the Company's solemn obligation, and does not warrant the confidence of the shareholders in the directors.

The shareholders appointed the following committee to investigate and manage the affairs of the Company, and negotiate a satisfactory settlement with the directors in London:—Messrs. Detring, Chang Yen-mao, Shên Tun-ho, Chu Pao-san, Liang Wen-tung, C. J. Dudgeon, C. M. Ede, Heyle, Tong Kidson, and von Hanneken.

ANOTHER COLLAPSE INQUIRY

OPENED THIS AFTERNOON.

An inquiry into the deaths of Wong Chün (female), Wong Chuen, a boy and two males, not identified, caused by the collapse of Nos 10 and 12 Second Street, commenced this afternoon at the Magistracy before Mr. F. A. Hazeland and a jury composed of Messrs. C. W. Richards, C. Q. Pintos, and J. H. Oxberry.

Mr. Bowley, Crown Solicitor, opened the case, and stated that the collapse took place on 2nd August at 6.20 p.m. There was a typhoon blowing at that time, and the wind, growing in force attained a velocity of forty nine miles an hour. Deceased were residents of No. 12 Second Street. The floor was built over the Wai On Lane. No 10 fell first and carried No. 12 as well. There were altogether eleven persons in the house, taking shelter from the rain. The plans of the premises were prepared by Messrs. Dennison and Ram, who, after complying with the Building Ordinances, sent them, on the 9th November 1900, to the P.W.D. for approval, and the buildings were completed on January 16th 1901. There had been no European supervision at all. At that time the P.W.D. was greatly undermanned, and in building operations were represented by Mr. Tooker and Mr. Crisp. After the collapse, Mr. Tooker and Mr. Haggard, inspected the building and gave their report.

Dr. W. Hunter gave evidence respecting the result of post mortem examinations of the bodies. Mr. H. E. Y. Haggard, assistant engineer, P. W. D. produced plans showing the condition of the houses after the collapse. Inspector Diamond spoke regarding the collapse and the subsequent finding of the corpses.

Lance Sergt. Rudlington, corroborated, and described the finding of the bodies, and their subsequent admission to the mortuary admission. Mr. L. Gibbs, civil engineer and architect, gave evidence respecting the preparation of the plans and technicalities of the building, after which Mr. Tooker was sworn, and in the course of his remarks observed that the collapse was due solely to the typhoon.

The inquiry was adjourned till Monday 8th inst. at 2.15 p.m.

CUTTAM & CO. FOR GENTS' BATHING GEAR.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

SHIPS AND SAMPANS.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—Will you allow me space in your columns to draw attention to the fact that, after 9 p.m. no sampan is allowed to land or engage passengers at any place except Blake Pier? This is very annoying for the crews of ships lying at the west end of the Harbour as, with a head wind and tide, it often takes two hours to get from Blake Pier to the ship. It would be very easy for the authorities to have a Sikh policeman stationed at the Canton wharf to take the numbers of sampans that engage passengers, if they think this precaution still necessary. The Captains of all ships engage a sampan for their use during their stay in port, and these sampans fly the ship's flag, but even these are not allowed to stay down at the West end of the Harbour.

Thanking you,

I am, dear Sir,

Yours truly,

ALLAN JONES.

Hongkong, 5th December, 1902.

[Our correspondent's representation will commend itself to action being taken by the proper authorities to afford our friends of the seafaring community every facility and convenience they are justly entitled to while in port. We feel sure it needs but the publication of his letter for immediate action to be taken in the desired direction.—Ed., *H.K.T.*]

NAVAL NOTES.

H.M. gunboat *Britomart* slipped her moorings and made a departure for Bangkok yesterday.

The U. S. coast-defence turret-ship *Monterey* arrived at 2 a.m., and the U. S. gun-vessel *Yorktown* at 7 a.m. to-day. Both vessels left Amoy on the 2nd inst.

H.M.S. *Eclipse* leaves Shanghai for Mirs Bay on the 8th inst.

Our old friend, the U. S. coast-defence monitor *Monadnock* has arrived from Amoy.

CANTON NOTES.

(*From Our Own Correspondent.*)

COLLISION.

CANTON, 4th December.

This morning as the passage boat which runs between Yeung Kong and Canton was nearing Canton in tow of a steam launch she came into collision with a coast steamer which was just leaving for Hongkong. It was two o'clock in the morning and rather dark. The junk was badly damaged about the bow and immediately sank bow down the stern remaining above water. No lives were lost but all the passengers on the lower deck lost all their baggage. The coast steamer asked the name of the junk and where from and whither bound, and then proceeded on her way to Hongkong. There were a lot of pigs, chickens and one pony on board and nearly all these were drowned. The pony was a present from a Yeung Kong official to some official in Canton. It was a nice animal, but was drowned before it could be got into another boat. The launch came along side of the junk and made fast, and at daylight towed the junk, which was half under water, up to the city. The accident occurred near the Macao Fort.

PROCLAMATION.

The Prefect of Kwong Chau has issued a proclamation to the gentry of his jurisdiction. He points out that the failure of the rice crop is causing great distress. The idle people are becoming robbers and crime is increasing. He urges the gentry to bring out their money and give employment to the people out of work. Teach the people how to work and thus keep them from joining robber bands. The Prefect's idea is a good one and should be acted upon. It is not likely that the gentry will put the suggestion to practical test. The Prefect of Kwong Chau is a young man of great promise. He was Tan Mu's confidential adviser and is desirous to improve the condition of the people.

TICKETS FROM PARIS TO PEKING.

The General Passenger Agent Mr. Daniels, of the New York Central, has received a sample coupon ticket to be used on the trip from Paris to Peking by the International Sleeping Car Company over the recently completed Trans-Siberian Railway. It consists of twenty-eight railroad coupons and nine sleeping and dining car coupons. The ticket is bound in a book, and a brief description of the trip is to be printed in Russian, French, German, English, and Chinese. This will also apply to the conditions of transportation. The upper half of the ticket reads: "Number of ticket, Trans Siberian train de luxe from Paris to Peking, via Cologne, Berlin, Varsovi and Moscow." Some of the results of the conference between the representatives of the Trans Siberian, Chinese Eastern and European transcontinental lines were that the rates of fare were agreed upon, and it was decided that passengers, holding through tickets issued by any American or European railroad, would receive the usual courtesies extended to passengers travelling in Russia to-day.

ASK for ASAHI JAPANESE BEER—G. Girault.

BUILDING INSPECTORS IN HONGKONG.

QUESTIONS IN PARLIAMENT.

In the House of Commons on the 3rd ult., Mr. Weir asked the Secretary of State for the Colonies whether any arrangements have yet been made to meet the increase in building in Hongkong by the appointment of additional inspectors; and, if so, will he say how many inspectors are now appointed.

Mr. Chamberlain: The Colonial Government have asked that two additional overseers may be sent out from this country to assist in performing the duties imposed upon the Public Works Department by the Building Ordinances. Candidates for these posts are under consideration, and it is hoped to send out two overseers at an early date.

THE CANTON-HANKOW RAILWAY.

INTERESTING DETAILS.

Mr. C. C. Sceley, first assistant engineer with the American-China Development Company, has written a letter to Mr. T. R. Tuttle, manager of the export department of Messrs. Getz Brothers and Company, in which he describes the ceremonies attending the commencement of work on the Canton-Hankow railway. This line will be the longest railway in the Chinese empire, with the exception of the Manchurian road, and will tap the fertile valley of the Yang-tse Kiang. It is by far the greatest commercial concession ever granted to an American syndicate, and the building of the road is a great stroke for American precedence in commercial affairs in that section of China. Mr. Tuttle recently returned from an extended business mission to China and while in the Mongolian empire travelled over the greater portion of the surveyed route of the Canton-Hankow line. The total length of the road will be 750 miles. Hankow, the northern terminal of this American owned and American built railroad, is a city of great commercial importance and is situated in the very heart of the rich section embraced in the British "sphere of influence." It is estimated that

THE FIRST YEAR'S BUSINESS

of the new line will show earnings of $50,000,000. The survey for the road was completed September 1st, and a few days later the ceremonies attending the driving of the first stakes on the grade markings were gone through with much eclat. The party conducting these important ceremonies was made up of Captain Rich, the Englishman who is chief engineer for the Chinese Goverment, Mr. W. E. Gray, general manager for the American syndicate building the road, United States Counsel McWade, Mr. John Barrett, commissioner of the St. Louis Exposition, Supervising Engineer Ashmead and staff, highborn Chinese officials and members of the nobility. The entire party was accompanied by a guard of honor consisting of a company of Chinese regular infantry. General Manager Grey drove the first stake and the whole affair was marked with much pomp and ceremony.

Mr. William Barclay Parsons, chief engineer of the Rapid Transit road in New York, is the president of the American-China Development Company, and the millions of capital for the construction of the line is in the possession of Messrs. J. P. Morgan & Co.

THE DISASTER AT TONGSHAN MINES.

INQUEST ON MR. BAXTER.

(*From Our Own Correspondent.*)

TIENTSIN, November 20th.

The past two days Tientsin has been all agog over the inquest of Mr. Baxter, the unfortunate mining expert overcome by the fumes in the recent fire in the Tongshan Mines. The fire is now stated to have subsided, but some uncertainty exists as to how many Chinese have really perished. It was stated seven or eight bodies had been recovered, but in the evidence given at the inquest mention is made of only five Chinese being in the shaft with Mr. Baxter, and if more perished it must have been during some subsequent efforts to dam the fire, or in another part of the mine. The fire caused a thin portion of the mine to give way and it is possible and probable that many men were entombed in the first crash.

The Jury to-day returned a verdict of accidental death, but added a rider that they considered some negligence had been shown by the Company's Managers in not making better provision for disasters of this kind.

THE FLAG INCIDENT.

SIR ERNEST NOT THERE.

November 24th.

Sir Ernest Satow left here on Friday morning early, spending only one night in Tientsin. His departure was quiet and informal. Stories have been current here that he stopped at Tongshan and personally superintended the pulling down of the Dragon Flag, but it is quite a stretch of imagination; Sir Ernest only stayed ten minutes at Tongshan station, and the order to pull down the flag was sent from here by Chang-yi the day previous. There seems to have been a determination on the part of some to get up a sensation at all costs. The feeling excited by the general situation of the Company is seeking to ventilate itself in all manner of ways.

The Company has resumed the sale of coal for retail supplies with the result that prices have fallen at once, and we are once more able to procure our fuel at prices which ranged before the siege.

ASK for ASAHI JAPANESE BEER—G. Girault.

THE ARRIVAL OF SIR ERNEST SATOW, K.C.M.G.

GUEST OF H.E. THE GOVERNOR.

At seven o'clock this morning, the P. & O. liner, *Parramatta* arrived in Hongkong harbour having on board the British Minister to China, Sir Ernest Satow, K.C.M.G. Shortly after nine o'clock, the Government tender *Victoria* conveyed Sir Ernest ashore and landed him at Murray Pier. He was accompanied by his private secretary, Mr. Russell, of the British Legation, Peking. Inspector Gourlay and Sergeant Brazil conducted the distinguished guest to Government House, where he was received by H.E. the Governor. At about 10 a.m., Sir Ernest Satow strolled through the city. He will remain at Government House as the guest of Sir Henry till to-morrow noon, when the mail proceeds, which is to take him home on six months well-earned leave.

KANG YU WEI

AT DARJEELING.

A Christina Albers writes to the *Indian Mirror:* There is at present staying in Darjeeling one of the best known personages of the day, living a retired life at his quiet villa, the *Yews*. This is none other than Kang Yu Wei, the great Chinese reformer. Since the re-establishment of the power of the Dowager-Empress and the downfall of the Emperor, Kang Yu Wei has been in exile, being driven from his country by the reigning power. During this time, however, he has been ever active. Travelling about from land to land, he has studied the economic conditions of other countries, spending much of his time in America, in which latter country he is well-known, and of which he has a very high opinion. It is, indeed, a sad fact to see a man, in whom all the qualities of a reformer are inherent, a man who thoroughly understands the needs of his country, and who is capable of opening the way towards providing them so completely cut off from the field of his activity. But Kang Yu Wei is hopeful. He has the assurance that his party is gaining in strength, and he feels confident that the time is not far distant when a better day is dawning for his country.

The resources of China, he says, are wonderful, the country is teeming in mineral and other products. But at present they are lying undeveloped. If progress once make an inroad into this vast Empire, there will be great developments. But the Chinese masses are kept in ignorance by the Conservative party, the power of which will have to be broken before reform on a large scale is possible.

As far as the educational movement is concerned, Kang Yu Wei is of opinion that the English language must be taught to his people along with their mother-tongue, for he considers true progress is possible only, when there is a medium of exchange on the intellectual field between the people of China and the outside world. Of course, anyone who watches the movements of China knows that progress is beginning to stir in the Celestial Empire, for delegations are being sent to Japan to study the methods of education of that country and instructors are sent from Japan to China to teach in the Chinese schools. But so far the work seems to progress only slowly.

Once the doors of China are thrown wide open to the influence of civilization, she will in all probability yield greater results than Japan even, for China is a far richer country than Japan. She covers a much larger area, and the Chinese have as much aptitude and keenness of insight as the Japanese; they may even be said to excel them in that respect. Kang Yu Wei is a keen diplomatist as well as a student. He is eager to meet the greatest scholars of this country, and the religions of India interest him much. He wishes to make a collection of the different books, written on Indian religions, for the sake of research. Unfortunately, it is rather difficult to communicate with him, since he can converse in the Chinese language only, and conversation with him has to be carried on by means of an interpreter. He is accompanied by a few members of his family, prominent among whom is his daughter, Miss Hong Ton Pee, a very bright young lady, who usually acts as her father's interpreter. She was educated at Hongkong where she spent two years in an English school. And it is really creditable to her that she acquired so much knowledge of the English language during that comparatively short period, since prior to that time she had received instruction in her own language only. She seems to have inherited her father's keen insight, and she appears much interested in the different people that visit him.

It is greatly to be hoped, that this great man will soon be placed in a position to carry into operation his many theories of reform, especially at this turning point in the development of the Chinese race, when a strong hand and a cool head are needed to pilot the nation through many difficulties that are bound to beset the way as evolution marches onward on its slow, but mighty course.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory:—

On the 5th at 12.5 p.m. The barometer has risen over Japan, the depression having passed to the Pacific to the N.E. of Japan.

Pressure has increased and is high over Manchuria, but inclined to give way in S. China, probably owing to the formation of a depression over Central China.

Fresh to moderate monsoon in the Formosa Channel and N. part of the China Sea.

Forecast:—fresh to moderate E. winds; cloudy, some light rain.

ASK for ASAHI JAPANESE BEER—G. Girault.

PUBLIC HEALTH AND BUILDINGS BILL.

In continuation of our report of yesterday's meeting of the Legislative Council, which had not concluded when we went to press last evening, the Committee stage of the Public Health and Buildings Bill was proceeded with, and the Council adjourned till Tuesday next.

OPIUM QUOTATIONS.

Hongkong, 5th December.

To-day's quotations are as follows:—

	Per chest.
MALWA NEW	@ $1,000/1,040
„ OLD	@ 1,060/1,100
PATNA NEW	@ 975
„ OLD	@ 990
BENARES NEW	@ 975
PERSIAN (PAPER)	@ 750/800

To-day's Advertisements.

THEATRE ROYAL.

Lessee and Manager .....Mr. W. REULE.

EVERY EVENING.
JANET WALDORF COMPANY.

THIS AND SATURDAY EVENING,
Dumas' Great Emotional Drama,
"CAMILLE."
TWO NIGHTS ONLY.
CAMILLE.....Miss Janet Waldorf.

MONDAY, and TUESDAY,
Gilbert's Absorbing Comedy,
"PYGMALION AND GALATEA."

WEDNESDAY,
"SHERLOCK HOLMES."

Tariff and all other Arrangements as usual.

ARTHUR SEYMOUR,
Representative.

Hongkong, 5th December, 1902. [1331d

THE BEST CHRISTMAS PRESENT for your wife and family is a NEW-YORK LIFE 20TH CENTURY POLICY which will remove all danger of want or worry from their future.

Apply at—
18, BANK BUILDINGS.
Hongkong, 5th December, 1902. [1333d

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"VALETTA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., *ex* S.S. *Himalaya*.
From Persian Gulf, *ex* B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY.

Goods not cleared by the 12th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 5th December, 1902. [4

To-day's Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY, the 13th December, 1902,
at 2.30 P.M.,
at their
SALES ROOMS, No. 20, Des Vœux Road,
AN ASSORTMENT OF
VALUABLE JEWELLERY,
Comprising:—
DIAMOND BROOCHES and RINGS, GOLD BRACELETS, CROSSES, RINGS, SCARF PINS, PEARL RINGS;
ALSO:—
6 Dozens of DIAMOND RINGS at $15.00 up to $150.00 each;
AND
A Quantity of DIAMOND BROOCHES at $15.00 to $300.00 each.
Catalogues will be issued.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 5th December, 1902. [1332d

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"LOONGSANG,"
Captain G. S. Weigall, will be despatched as above TO-MORROW, the 6th instant, at 10 A.M.
This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light.
For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 5th December, 1902. [1310d

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship
"THALES,"
Captain Robson, will be despatched for the above Port TO-MORROW, the 6th instant, at 4 P.M.
For Freight or Passage apply to
DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, 5th December, 1902. [1334d

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"ARRATOON APCAR,"
Captain A. Stewart, will be despatched for the above Ports, on THURSDAY, the 11th instant, at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 5th December, 1902. [1330d

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI,"
FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 12th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 5th December, 1902. [1335d

BUCHANAN BLEND
SCOTCH WHISKY



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
H.R.H. the PRINCE of WALES

SOLE AGENTS,
LANE, CRAWFORD & CO.,
HONGKONG.

Shipping—Steamers.

OCEAN STEAM SHIP CO., LIMITED.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"TYDEUS"	15th December, 1902.
"	"TELEMACHUS"	31st " "
"	"PROMETHEUS"	8th January, 1903.

HOMEWARDS.

FOR LONDON.

"PELEUS" ..... 6th Jan., 1903.
"ANTENOR" ..... 20th " "

FOR AMSTERDAM and LONDON.

"TANTALUS" ..... 9th Dec., 1902.
"ULYSSES" ..... 23rd " "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"ALCINOUS" ..... 13th Dec., 1902.
"TYDEUS" ..... 20th Jan., 1903.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th December, 1902. [8

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"OOPACK"	10th December.
"	"NINGCHOW"	25th December.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
MARSEILLES, HAVRE, LONDON and ANTWERP	"TEENKAI"	20th December.
NAPLES, LEGHORN and LONDON	"HYSON"	22nd December.

TRANS-PACIFIC SERVICE.

VANCOUVER, and all PACIFIC COAST POINTS *viâ* NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	27th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th December, 1902. [936d

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"WHAMPOA"	8th December.
†NINGPO and SHANGHAI	"PAKHOI"	8th "
AMOY, SAMARANG and SOURABAYA	"KWEIYANG"	15th "
‡THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU" *†§	29th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.
§ See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th December, 1902. [7



Hongkong–Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	10th Dec., at Noon.
RUBI	2540	R. W. Almond	Do.	17th Dec., at Noon.
DIAMANTE	1980	H. Notley	—	—
PERLA	1980	J. McGinty	—	—

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 3rd December, 1902 [1208d

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG *VIA* MOJI, KOBE AND YOKOHAMA,

FOR

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Craven	Dec. 14, 1903.
"INDRAVELLI"	4,899	W. E. Craven	Jan. 14, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

1266c] ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI*	"DAIJIN MARU"	T. Ogata	SUNDAY, 7th December.
FOR TAMSUI*	"DAIGI MARU"	T. W. Groves	SUNDAY, 14th December.
FOR FOOCHOW*	"ANPING MARU"	J. Goto	WEDNESDAY, 17th December.

* *Vid* SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtsze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA'S steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co.'s Local Branch Office, at No. 2, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 3rd December, 1902. [1379c

Shipping.

STEAMERS.



TOYO KISEN KAISHA,

(ORIENTAL S.S. CO.).

REGULAR SERVICE BETWEEN HONGKONG AND MANILA, IN 48 HOURS.

THE Company's well-known Steamship

"ROHILLA MARU,"
3,869 Tons,
Captain Bishop, will be despatched hence for MANILA, on MONDAY, the 8th instant, at 3 P.M.

To be followed by
"ROSETTA MARU,"
on or about 13th instant.

Magnificent accommodation Comfortable cabins. Excellent table. Unrivalled speed. Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Prince's Buildings,
Ice House Street.

Hongkong, 2nd December, 1902. [1189d

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA *VIA* AMOY.

THE Company's Steamship

"YUENSANG,"
Captain P. H. Rolfe, will be despatched as above on MONDAY, the 8th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 2nd December, 1902. [1310d

"BEN" LINE OF STEAMERS.

FOR GENOA, LONDON AND ANTWERP.

THE Steamship

"BENMOHR,"
Captain Wallace, will be despatched as above on WEDNESDAY, the 10th December.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 25th November, 1902. [1187d

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL.
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"ORONO" ..... About 10th Dec.
"CROYDON" ..... 20th Dec,
1903.
"MOGUL" ..... 3rd Jan.
"HINDUSTAN" ..... 15th Jan.
"MACDUFF" ..... To follow
"SHIMOSA" .....

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 22nd November. [1190d

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at MANILA, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EMPIRE,"
Captain McArthur, will be despatched for the above Ports, on THURSDAY, the 11th December, at Noon.

This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 2nd December, 1902 [1270]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"VINDOBONA,"
Captain Cubol, will be despatched as above on THURSDAY, the 18th December, P.M.

This steamer has capital accommodation for passengers. Electric light and carries a doctor.

For Information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents.

Hongkong, 28th November, 1902. [1197d

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE,
VIA
USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"CHINGTU" ..... leaves on 29th Dec.
"TAIYUAN" ..... " 20th Jan.
"TSINAN" ..... "
"CHANGSHA" ..... "

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE,
782d] Agents, C. N. Co., Ltd.

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "MACDUFF,"
FROM GLASGOW, LIVERPOOL AND STRAITS.
With s.s. "HINDUSTAN'S" Cargo from New York transhipped at Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th December, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th December, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th December, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 29th November, 1902. [1303d

STEAMSHIP "TONKIN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Memphis*, and from Bordeaux, ex s.s. *Cambrai*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 5 P.M., on the 30th November, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after SATURDAY, the 6th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th instant, or they will not be recognised.

All damaged packages will be examined on SATURDAY, the 6th instant, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, 1st December, 1902 [1094c

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BOMBAY,"
FROM ANTWERP LONDON PORTSAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representatives at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 2nd December, 1902. [4

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"KOREA,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

E. W. TILDEN,
Agent.

Hongkong, 4th December, 1902 [1

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"ARRATOON APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside at consignees' risk and expense.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 8th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON & Co., LIMITED,
Agents.

Hongkong, 4th December, 1902. [1330d

NOW READY

THE PAMPHLET ENTITLED:

"THE HONGKONG DOCK CO.: ITS PRESENT AND FUTURE PROSPECTS. Discussed in connection with the proposal for the construction of a New Dock."

PRICE: 50 cents, cash.

Apply to the
HONGKONG TELEGRAPH OFFICE,
1, ICE HOUSE ROAD.

Hongkong, 1st October, 1902.

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE-LINES, $80 Per Annum.

PRIVATE LINES, $100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK,
INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanicians sent to Out-Ports to set up Installations if required.

NOTE ADDRESS:—2, ICE HOUSE ROAD.

For full Particulars, &c., &c., Apply to

W. STUART HARRISON,
A.M. INST. C.E.,
Manager.

Hongkong, 14th October, 1902 [20

TAI LOONG.

1 and 3, Lyndhurst Terrace.

NEW Kid Gloves, Fancy Dress Goods, Capes and Jackets, Flannels and Serges. Wool Shawls.

Hongkong, 14th October, 1902 [502d

TSU FAN,

DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.

Hongkong, 28th November, 1902. [1299

DENTISTRY.

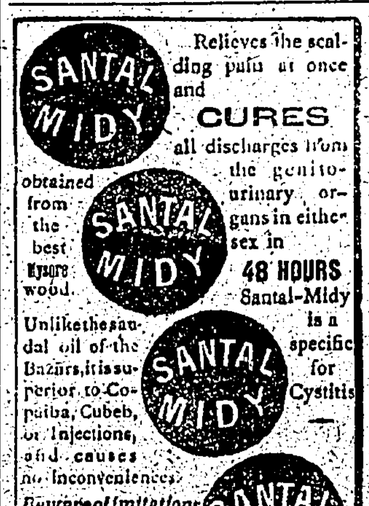
SIN SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST,
No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901 [26

LEE LOONG.

DEALER IN
Furniture, Blackwood, Plated Glass, Crockery Ware, Brass and Iron Bedsteads and Rattan Sofas for whole set.
JUST ARRIVED.
Nos. 1 & 3, D'Aguilar Street.
Behind Hongkong Dispensary.

Hongkong, 1st May, 1902. [496d



Relieves the scalding pain at once and CURES all discharges from the genito-urinary organs in either sex in 48 HOURS. Santal-Midy is a specific for Cystitis obtained from the best Mysore wood. Unlike the sandal oil of the Bazars, it is superior to Copaiba, Cubeb, or Injections, and causes no inconveniences.

Beware of Imitations.

Each tiny Capsule bears the name MIDY

8, RUE VIVIENNE, PARIS

Shipping.

Arrivals.

SEITOKU MARU, Japanese steamer, 884, T. Iwamoto, 3rd Dec.,—Tamsui 1st Dec., Coal and Camphor.—Arnhold, Karberg & Co.

ARRATOON APCAR, British steamer, 2,931, A. Stewart, 4th Dec.,—Calcutta 16th Nov., Penang and Singapore 28th, General.—David Sassoon & Co., Ld.

ROHILLA MARU, Japanese steamer, 2,399, E. P. Bishop, 4th Dec.,—Manila 2nd Dec., General.—Mitsui Bussan Kaisha.

KEONGWAI, German steamer, 1,145, S. Leuss, 4th Dec.,—An Hing 27th Nov., Rice and Wood.—Melchers & Co.

KWEIYANG, British steamer, 1,062, G. Hooker, 4th Dec.,—Tientsin 28th Nov., General.—Butterfield & Swire.

TAI LEE, German steamer, 928, Michelson, 4th Dec.,—Bangkok 26th Nov., Rice.—Meyer & Co.

YUNNAN, British steamer, 1,206, Wm. Benson, 4th Dec.,—Wuhu and Chinkiang 30th Nov., General.—Butterfield & Swire.

MONTEREY, American monitor, 4,084, Drake, 4th Dec.,—Amoy 3rd Dec.

LOTHAIR, Italian barque, 794, Antonio M. Schiaffeno, 4th Dec.,—from Callao (Peru), General.—Order.

BENLEDI, British steamer, 1,483, David Clark, 4th Dec.,—London and Singapore 28th Nov., General.—Gibb, Livingston & Co.

LOKSANG, British steamer, 979, W. G. G. Leask, 4th Dec.,—Chefoo 29th Nov., General.—Jardine, Matheson & Co.

PARRAMATTA, British steamer, 2,854, F. J. Fox, 5th Dec.,—Shanghai 2nd Dec., Mails and General.—P. & O. S. N. Co.

YORKTOWN, American cruiser, 1,710, Ward, 5th Dec.,—Amoy 3rd Dec.

CHELYDRA, British steamer, 2,467, R. Cox, 5th Dec.,—Samarang 25th Nov., Sugar.—Jardine, Matheson & Co.

THALES, British steamer, 810, A. J. Robson, 5th Dec.,—Swatow 4th Dec., General.—Douglas, Lapraik & Co.

ULABRAND, Norwegian steamer, 1,269, S. Andersen, 5th Dec.,—Moji 29th Nov., Coals.—Sander, Wieler & Co.

VALETTA, British steamer, 2,974, W. B Palmer, R.N.R., 5th Dec.,—Bombay 19th Nov., and Singapore 30th, Mails and General.—P. & O. S. N. Co.

Departures.

Dec. 4, *Ingalls*, American transport, for Manila.
Dec. 4, *Britomart*, Brit. gunboat, for Bangkok.
Dec. 4, *Chingtu*, British str., for Japan.
Dec. 5, *Haitan*, British str., for Coast Ports.
Dec 5, *Kampoi*, French str., for Saigon.
Dec 5, *Kagoshima Maru*, Japanese steamer, for Bombay.
Dec 5 *Kowloon*, German str., for Chinkiang.
Dec. 5, *Marburg*, German str., for Singapore.
Dec. 5, *Lisr*, Swedish str., for Karatzu.
Dec. 5, *Hanyang*, British str., for Canton.
Dec. 5, *Tsintau*, German str., for Bangkok.
Dec 5, *Hanoi*, French str., for Haiphong.
Dec 5, *Haitan*, French str., for Hoihow.
Dec. 5, *Changsha*, Brit. str., for Australian Ports.
Dec. 5, *Katsuyama Maru*, Japanese str., for Chinkiang.

Passengers—Arrived.

Per *Kweiyang*, from Tientsin—Dr. Feray, and 6 Chinese.

Per *Keongwai*, from Bangkok—Miss Kinsque, and 30 Chinese.

Per *Arratoon Apcar*, from Calcutta, &c.—Master McDonald and amah, 749 Chinese and 4 Japanese.

Per *Thales*, from Swatow—Mr. and Mrs. Swacey, Mr. and Mrs. Canby, Miss and Mr. Canby, Jr., Mr. Sum Chuk Suen, and 42 Chinese.

Per *Rohilla Maru*, from Manila—Mr. I. H. Glennon, Lieut. A. L. Key, Mr. Manning, Mrs. H. G. Harrison, Mrs. R. H. Passmore, Misses F. C. Passmore (2), Mr. and Mrs. C. Lougino and infant, Lieut. W. Turnball, Capt. Low, Dr. and Mrs. Wilcox, Mrs. A. L. Key, Mrs. McDonald, Messrs. Clark, J. P. de Tagle, Don Pin, S. Shiquro, B. Dwelatram, and 11 Chinese.

Per *Parramatta*, from Kobe for Hongkong—Messrs. D. Mason, Overy and Blackwell. From Shanghai for Hongkong—Mrs. Smythe, Mrs. Breckinridge, Mrs. Bretkinridge and maid, Mr. Duck and 2 Chinese, Mr. and Mrs. Lai Ming Sam, servant, amah and infant, Messrs. C. F. L. Donkin, Festing, Levy, Salcher, Dudgen, Russel and servant, Glass, Capt. Hanson, Messrs. Mitchell and Chinese assistant, Hewitt's servants (2), Haunn and De Silva. From Shanghai for London—Messrs. Barry and Gilfillan. For Brindisi—Mr. Rex. For Marseilles—Sir Ernest Satow, K.C.M.G., and servant. For Bombay—Mr. Mason and P. Perry. For Penang—2 Chinese. For Singapore—Mrs. Bottelier.

Per *Valetta*, from Bombay for Hongkong—Mr. Cumroodin and servant. From London—Sergt. McKay, Mr. McKay, Sergt. Augus, Mr. and Mrs. McDonald and children, Capt. and Mrs. Casswell, child and maid. From Singapore—Mr. Carl Franke. From London for Shanghai—Mrs. W. J. Wood and child, Mr. E. A. Cartrought, Miss S. Roberton, Mr. D. Pratt, Miss E. M. Stephens. From Bombay—Mr. W. J. Doctor. From Marseilles for Yokohama—Mr. A. Stone. From London—Mr. J. Cotton, Souker. From Marseilles for Manila—Mr. D. G. Spoenson. For Shanghai—Mr. F. Hartland, Mrs. A. R. Wilson, Mr. C. S. Howard. For Kobe—Mr. C. A. Speer.

SHIPPING REPORTS

Capt. Michelson, of the steamer *Tailee* from Bangkok, reports:—Very strong N.O. wind.

Capt. Robson, of the str. *Thales* from Swatow, reports:—Strong N.E. wind and high sea.

Capt. Benson, of the steamer *Yunnan* from Wuhu, etc., reports:—Moderate N.W. to N.E. winds and fine weather.

Capt. Cox, of the str. *Chelydra* from Samarang reports:—Light winds in Java Sea and Carimata Strait, strong winds Palawan passage and China Sea.

Capt. Hooker, of the str. *Kweiyang* from Tientsin, reports:—Light variable and fine weather to Tung Yung, from thence fresh to moderate and light N.E. monsoon to port.

Hongkong, 5th December.

ON LONDON, Telegraphic Transfer	1/6
" Bank Bills, on demand	1/6 13/16
" Credits, 4 months' sight	1/7 3/16
" D'ments, 4 months' sight	1/7 5/16
ON BERLIN, (demand)	M. 1.60½
ON PARIS, Bank Bills, on demand	1.97
" Credits, 4 months' sight	2 01.
ON NEW YORK, Bank Bills, on demand	38½
" Credits, 30 days' sight	38½
ON BOMBAY, Telegraphic Transfer	116½
" On demand	117
ON SHANGHAI, Telegraphic Transfer	71½
" Private 30 days' sight	nom.
ON YOKOHAMA, T.T.	32 % prem.
Sovereigns, Bank's Buying Rate	$12.70
Gold Leaf 100 touch, per tael	65.45
Bar Silver	21 15/16

Post Office.

A Mail will close:—

For Canton—Per *Hankow*, to-morrow, the 6th instant, at 7.30 A.M.

For Manila—Per *Loongsang*, to-morrow, the 6th instant, at 9 A.M.

For Haiphong—Per *Carl Diederichsen*, to-morrow, the 6th instant, at 9 A.M.

For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Glenogle*, to-morrow, the 6th intant, at 10 A.M.

For Tainanfoo—Per *Seitoku Maru*, to-morrow, the 6th instant, at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Parramatta*, to-morrow, the 6th instant, at 10.45 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *America Maru*, to-morrow, the 6th inst., at 10.45 A.M.

For Chefoo—Per *Sullberg*, to-morrow, the 6th instant, at NOON.

For Macao—Per *Heungshan*, to-morrow, the 6th instant, at 1.15 P.M.

For Saigon—Per *Perla*, to-morrow, the 6th instant, at 2 P.M.

For Namtao—Per *Tailee*, to-morrow, the 6th instant, at 3 P.M.

For Swatow—Per *Thales*, to-morrow, the 6th instant, at 3 P.M.

For Kumchuck and Samshui—Per *Tungkong*, to-morrow, the 6th instant, at 4 P.M.

For Canton—Per *Powan*, on Sunday, the 7th instant, at 9 A.M.

For Manila—Per *Rohilla Maru*, on Monday, the 8th instant, at 2 P.M.

For Amoy and Manila—Per *Yuensang*, on Monday, the 8th instant, at 3 P.M.

For Ningpo and Shanghai—Per *Pakhoi*, on Monday, the 8th instant, at 4 P.M.

For Shanghai—Per *Whampoa*, on Monday, the 8th instant, at 4 P.M.

For Manila—Per *Zafiro*, on Wednesday, the 10th instant, at 10 A.M.

For Europe, &c., India, via Tuticorin—Per *Kiautschou*, on Wednesday, the 10th inst., at 11 A.M.

For Singapore—Per *Shanghai*, on Thursday, the 11th instant, at 11 A.M.

For Singapore, Penang and Bombay—Per *Capri*, on Friday, the 12th instant, at 11 A.M.

For Europe, &c., India, via Tuticorin—Per *Indus*, on Monday, the 15th inst., at 11 A.M.

For Amoy, Samarang and Sourabaya—Per *Kweiyang*, on Monday, the 15th instant, at 4 P.M.

For Manila—Per *Rubi*, on Wednesday, the 17th instant, at 10 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 17th instant, at 11 A.M.

For Straits, Colombo and Bombay—Per *Vindobona*, on Thursday, the 18th instant, at 1 P.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, on Wednesday, the 31st instant, at 11 A.M.

SHIPS PASSED THE CANAL.

Outward—31st October—*Ulysses*. 4th November—*Bombay, Nurnberg, Benledi*. 11th November—*Silesia*. 14th November—*Breconshire, Oopack, Merionethshire*. 18th November—*Canton, Konig Albert*. 21st November—*Tamba Maru, Tydeus*. 25th November—*Benlawers, Indrani, Claverdon*. 28th November—*Antenor, Benlarig, Glengarry*. 2nd December—*Ambria, Manila, Prinzess Irene*.

Homeward—4th November—*Bayern*. 7th November—*Afton, Candia*. 11th November—*Hillglen, Glenesk*. 14th November—*Nippon*. 21st November—*Machaon*. 25th November—*Hamburg, Laos*. 28th November—*Ningchow, Caledonien*. 2nd December—*Socotra, Ernest Simons, Inaba Maru*.

Arrivals at Home—11th November—*Awa Maru, Indramayo, Diomed, Prinz Regent Luitpold*. 14th November—*Nil*. 18th November—*Bamberg, Satsuma, Salazie*. 21st November—*Glenroy, Preussen, Heathburn, Afridi*. 25th November—*Glenshiel, Kamakura Maru*. 26th November—*Candia*. 2nd December—*Nestor, Freiburg*.

HONGKONG AVERAGE MARKET PRICES.

Corrected to Friday, December 5th, 1902.

At 100 cents per Dollar Mexican.

Butcher Meat.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa ... lb	16
" Corned—Ham Ngau Yuk ... "	16
" Roast—Shiu " " ... "	16
" Soup, Tong Yuk ... "	11
" Steak—Ngau Yuk Pa ... "	16
" Sausages,—Ngau Yuk Chaung ... "	15
Bullock's Brains— " Know ... per set	7
" Tongue fresh—Ngau Li ... each	45
" " corned—Ham Ngau Li ... "	50
" Head—Ngau Tau ... "	50
" Heart—Ngau Sum ... "	8
" Hump, Salt—Ngau Kin ... "	12
" Feet—Ngau Kerk ... each	8
" Kidneys—Ngau Yiu ... "	7
Tail—Ngau Mei ... "	16
" Liver—Ngau Con ... lb	8
" Tripe (undressed—Ngau To ... "	5
Calves' Head and Feet—Ngau-chai-tau-keok ... set	75
Mutton Chop—Yeung Pai Kwat ... lb	22
" Leg—Yeung Pei ... "	22
" Shoulder—Yeung Shau ... "	28
Pigs' Chitlings—Chu cheong ... "	7
" Feet—Chi Keok ... "	12
" Fry—Chi Chak ... "	12
" Head—Chi Tau ... "	14
" Heart—Chi Sum ... each	9
" Kidneys—Chi Yiu ... pair	6
" Liver—Chi Kon ... lb	21
Pork, Chop—Chi Pai Kwat ... "	18
" Corned—Ham Chu Yuk ... "	18
" Leg—Chu Pei ... "	18
" Fat or Lard—Chu Yau ... "	15
Sheeps' Head and Feet—Yeung Tau Keok ... set	50
" Heart—Yeung Sum ... each	6
" Kidneys—Yeung Yiu ... "	9
" Liver—Yeung Con ... lb	20
Sucking Pigs, To Order—Chu Chai ... "	16
Suet, Beef—Sang Ngau Yau ... "	18
" Mutton—Sang Yeung Yau ... "	20
Veal—Ngau Chai Yuk ... "	16
" Sausages—Ngau Chai Yuk Tong ... "	15

Poultry.

Chicken—Kai Chai ... lb	22
Capons, Large, Small—Sin Kai ... "	25
Ducks—Ap ... "	19
Doves—Pan Kau ... each	—
Eggs, Hen—Kai Tan ... per doz.	20
Fowls, Canton—Kai ... lb	20
" Hainan—Hoi Nam Kai ... "	20
Geese—Ngo ... "	21
Geese, Wild Shanghai—Sheung Hoi Ye Ngo ... pair	—
Musk Deer—Wong Keng ... each	$4.50
Hare—Tu Chai ... "	50
Partridge—Che Khoo ... "	55
Pheasant—Shan Kai ... pair	1.40
Pigeons, Canton—Pak Kup ... each	22
" Hoihow—Hoihow Pak Kup "	18
Quail—Um-Chun ... "	10
Rice Birds—Wo Fa Cheuk ... dozen	
Snipe—Sa Chui ... each	18
Turkeys, Cock—Fo Kai Kung ... "	60
" Hen— " " Na ... "	40
Wild Ducks, Shanghai, Sui-ap ... pair	1.30
Teal, Shanghai, Sui Ap Chai ... each	45

Fish.

Barbel—Ka Yu ... lb	11
Bream—Bin Yu ... "	10
Canton Fresh Water Fish—Hoi Sin Yu "	12
Carp—Li Yu ... "	11
Catfish—Chik Yu ... "	9
Codfish—Mun Yu ... "	13
Crabs—Hai ... "	12
Cuttle Fish—Muk Yu ... "	11
Dab—Sa Mang Yu ... "	8
Dace—Wong Mei Lun ... "	8
Dog Fish—Tit Tu Sa ... "	7
Eels, Congor—Hai Man Yu ... "	11
" Fresh water—Tam Sui Yu ... "	10
" Yellow—Wong Sin ... "	18
Frogs—Tien Kai ... "	20
Garoupa—Sek Pan ... "	45
Gudgeon—Pak Kup Yu ... "	13
Herrings—Tso Pak ... "	12
Halibut—Cheung Kwan Yu ... "	14
Labrus—Wong Fa Yu ... "	12
Loach—Wu Yu ... "	14
Lobsters—Lung Ha ... "	18
Mackerel—Chi Yu ... "	11
Monk Fish—Mon Yu ... "	18
Mullet—Chai Yu ... "	15
Oysters—Sang Hoo ... "	12
Parrotfish—Kai Kung Yu ... "	11
Perch—Tau Loo ... "	13
Pike—Fa Faw Poong ... "	9
Plaice—Pan Yu ... "	14
Pomfret, Black—Hak Chong ... "	14
Pomfret, White—Pak Chong ... "	18
Prawns—Ming Ha ... "	24
Ray—Pei Pa Sa ... "	6
Rock Fish—Sek Kau Kung ... "	11
Roach—Chun Yu ... "	10
Salmon, (C'ton), fresh water—Ma Yau Yu ... "	15
Shark—Sa Yu ... "	13
Skate—Po Yu ... "	7
Shrimps—Ha ... "	15
Snapper—Lap Yu ... "	15
Soles—Tat Sa Yu ... "	14
Tench—Wan Yu ... "	11
Turbot—Cho How Yu ... "	14
Turtles, small, fresh water—Keok u ... "	40
White Bait—Ngan Yu Chai ... "	11

Fruits.

Almond—Hung Yan ... lb	20
Apples, (California)—Kam San Ping Ko ... lb	20
" (Chefoo)—Tin Chun Ping Ko ... "	—
" Small—Hoi Tong ...	—
" Custard—Fan Lai Chi ... each	—
Bananas, fr. grant, Canton—Sang Sheng Heung Chiu ... "	2
" (brides), Macao—San Heung Chiu "	3
Chestnuts, Chinese—Foong Lut ... "	10
Carambola—Yeung Tou ... "	—
Cocoanuts—Yeh Tsz ... each	8
Grapes—Sin Tai Tsz ... lb	—
Lemons, China—Ning Moong ... "	7
Lichees, Dried—Lai Chi Con ...	12
" Fresh, Small stone—Chut Wat Lai Chi ...	—
" Large " —Tai Wat Lai Chi ...	—
Limes, (Saigon)—Sai Kung Ning Moong ... each	6
Mango, Manila—Lui Sung Mong ...	—
Mango, Saigon—Sai Kung Moong ...	—
Mangosteens, San Chuk Tsz ... doz.	—
Oranges, (Canton)—Sang Sheng Tim Chang ...	6
" Small—Tai Kut ...	—
" Mandarin—Tim Kut ...	5
Olives—Pak Lam ... lb	6
Pears, (American)—Kam San Shut Li ...	—
" (Canton), Cooking—Sa Li ...	—
" (Shanghai)—Sheung Hoi Li ...	8
Pine-apples, 1st quality—Sheung Poon Ti Paw-law ... each	10
" 2nd cooking—Chung-tang Paw-law ... "	—
Peanuts,—Fa Sang ...	5
Persimmons Large,—Hung Chie ...	8
Pumolo, Siam—Chim Lo Yau ... "	8
Walnuts, Hop Tou ...	12

Vegetables, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk ... lb	6
Beans, (French) Macao—Oh Moon Pin Tau ... "	12
Beans, (French), Shanghai—Sheung Hoi Pin Tau ...	—
Beans, Sprout—Ah Choi ...	3
Beans Long—Tau-Kok ...	—
Boot Root—Hung Choi Tau ... each	2
Brinjals, Green—Cheng Yuen Ker ...	—
Brinjals, Red—Hung Ker ...	4
Brassica—Pak Choi ...	2
Bamboo Shoots—Chook Shun ...	10
Cabbage, Chinese, com.—Kai Choy ...	3
Cabbage Root—Kai Lan Tau ... each	2
Cabbage, (Shanghai)—Yeh Choi ... "	8
Cane Shoots, bunch—Kau Shun ... "	2
Cauliflower, Large size—Tai Yeh Choi Fa ... each	10
Cauliflower, Medium size—Cheung Yeh Choi-fa ... each	6
Cauliflower, Small size—Sai Yeh Choi-fa	4
Carrots—Kam Shun ...	5
Celery, Chinese—Tong Kan Choy ...	4
Celery, English—Yeung Kan Choi ...	10
Celery, White—Pak Yeung Kan Choi ...	10
Chilles Dried—Con Lat Chiu ...	18
" Red—Hung Fa " ...	12
" Green—Cheng Lat Chiu ...	8
Curry Stuff, English—Ka Lee Choi Liu	6
Cucumbers—Cheng Kwa ...	5
Bitter Squash—Fu Kwa ...	—
Garlic—Suen Tau ...	6
Ginger, young—Sun Tsz Keung ...	5
" old—Lo Keung ...	6
Horse Radish, Shanghai—Lik Kan ...	16
Indian Corn—Suk Mai ... piece	3
Lettuce—Yeung Sang Choi ... each	1
Water Chesnuts—Ma Tai ... "	4
" Mandarin—Kwei Lum Ma Tai "	6
Mushrooms Fresh—Sang Cho Kho ...	—
Onions, Bombay—Yeung Chung Tau ...	10
" Green—Sang Chung ...	4
" S'hai—Sheung Hoi Chung Tau	—
" Japan—Yat Poon " "	6
Okroes—Mo Ker ...	8
Parsley, English—Yeung Un Sai ...	1
Green Peas—Cheng Tau ...	—
Potatoes, Sweet—Fan Shu ...	2
" Shanghai—Sheung Hoi Shu Tsai ...	3
" Japan—Yat Poon Shu Tsai ...	—
" American—Fa Ki " " ...	6
" Foochow—Fuk Chau Shu Tsai	—
" Macao—Oh Moon " "	—
Pumpkin—Toong Kwa ...	3
Radish—Hung Lo Pak Tsai ... dozen	2
Shalots—Con Chung Tau ...	5
Spinage (Chinese)—Paw Choi ...	4
Spinach—Yin Choi ...	—
Tomatoes—Fan Ker ...	6
Taros—Wu Tau ...	2
Turnips, Pun-ti (Long)—Low Pak ...	2
" English—Yeung Low Pak piece	1
Vegetable Marrow—Chit Kwa ...	—
Waters Cresses—Sai Yeung Choi ...	6
Yams—Tai Shu ...	3

ROBERT G. MCEWEN,
Inspector in charge of Markets.

VESSELS IN PORT.

Steamers.

AMERICA MARU, Japanese steamer, 6,307, P. H. Going, 28th Nov.,—San Francisco 30th Oct., Honolulu 6th Nov., Yokohama 20th, Kobe 21st, Nagasaki 23rd, and Shanghai 26th, Mails and General.—Toyo Kisen Kaisha.

ANDREE RICKMERS, German steamer, 1,020, Henrichsen, 30th Nov.,—Bangkok 20th Nov., Rice.—Arnhold, Karberg & Co.

ARNOLD LUYKEN, German steamer, 1,095, C. Weberfeldt, 30th Nov.,—Samarang 20th Nov., Sugar.—E. A. Trading Co.

BINH THUAN, French steamer, 984, Ribault Luyasne, 3rd Dec.,—Saigon 27th Nov., General.—Bradley & Co.

BYGDO, Norwegian steamer, 772, Th. Carlsen, 17th Nov.,—Canton 17th Nov., Ballast.—Sander, Wieler & Co.

CARL DIEDERICHSEN, German steamer, 771, G. Schlaikier, 3rd Dec.,—Haiphong 1st Dec., Rice and General.—Jebsen & Co.

CLITUS, British steamer, 1,588, McDonall, 1st Nov.,—Legal (Java) 21st Oct., Sugar.—Butterfield & Swire.

DAGMAR, Norwegian steamer, 383, A. Salvesen, 4th Dec.,—Amoy 2nd Dec., Ballast.—Order.

DAIJIN MARU, Japanese steamer, 920, T. Ogata, 4th Dec.,—Tamsui 1st Dec., Amoy 2nd, and Swatow 3rd, General.—Mitsui Bussan Kaisha.

DERAMORE, Norwegian steamer, 1,496, Carl Borge, 3rd Dec.,—Moji 27th Nov., Coals.—Bradley & Co.

DEUTEROS, German steamer, 1,001, F. Frahm, 3rd Dec.,—Chefoo 29th Nov., General.—Siemssen & Co.

EMPRESS OF JAPAN, British steamer, 5,904, H. Pybus, R.N.R., 25th Nov.,—Vancouver 3rd Nov., and Shanghai 22nd, Mails and General.—C. P. R. Co.

GLENOGLE, British steamer, 2,397, G. E. Warner, R.N.R., 23rd Nov.,—Tacoma via Ports; Shanghai 20th Nov., General.—Dodwell & Co., Ld.

KOREA, American steamer, 5,651, W. P. Seabury, 4th Dec.,—San Francisco 7th Nov., and Shanghai 1st Dec., Mails and General.—P. M. S. S. Co.

LA PORTE, British steamer, 1,592, T. Turner, 16th Nov.,—Moji 10th Nov., Coal.—Kusakabe & Co.

LOONGSANG, British steamer, 1,092, G. S. Weigall, 29th Nov.,—Manila 26th Nov., Hemp.—Jardine, Matheson & Co.

LOYAL, German steamer, 1,232, J. Buhrman, 22nd Dec.,—Bangkok 21st Nov., Rice.—Sander, Wieler & Co.

MAUSANG, British steamer, 1,614, W. D. Welsh, 3rd Dec.,—Sandakan 27th Nov., Timber and General.—Jardine, Matheson & Co.

NAIRUNG, British steamer, 2,861, W. H. Edge, 9th Nov.,—Rangoon 26th Oct., Rice.—Order.

ONSANG, British steamer, 1,787, J. T. Davies, 30th Nov.,—Moji, 25th Nov., Coal.—Jardine, Matheson & Co.

PERLA, British steamer, 1,287, J. McGinty, 22nd Nov.,—Manila 19th Nov., Ballast.—Shewan, Tomes & Co.

PETRARCH, German steamer, 1,252, H. Uecker, 4th Dec.,—Canton 3rd Dec., General.—Sander, Wieler & Co.

PHRANANG, German steamer, 1,021, Paul Reimers, 24th Nov.,—Triton Island 19th Nov., Rice and Teak.—Butterfield & Swire.

PITSANULOK, German steamer, 2,000, W. Bartling, 28th Nov.,—Bangkok 19th Nov., Rice.—Butterfield & Swire.

PRONTO, Norwegian steamer, 837, Th. Seeberg, 2nd Dec.,—Newchwang 25th Nov., Rice.—Sander, Wieler & Co.

RAJABURI, German steamer, 1,187, G. Wendig, 2nd Dec.,—Bangkok 22nd Nov., and Hoihow 1st Dec., Teak Wood and Rice.—Butterfield & Swire.

SATURN, American transport, 1,674, J. H. Scrivener, 4th Dec.,—Amoy 3rd Dec., Coal.—Order.

SHANTUNG, British steamer, 1,835, T. Quail, 3rd Dec.,—Java 23rd Nov., Sugar.—Butterfield & Swire.

SHANTUNG, German steamer, 1,000, M. Engelhart, 4th Dec.,—Shanghai 1st Dec., Ballast.—Mr. Geo. McBain.

SISHAN, British steamer, 845, A. Jones, 3rd Dec.,—Saigon 28th Nov., Meal.—Bradley & Co.

SKULD, Norwegian steamer, 914, A. Berbóm, 5th Nov.,—Bangkok 28th Oct., Rice.—Chinese.

TACOMA, American steamer, 1,689, A. Dixon, 6th Nov.,—Tacoma 4th Oct., General.—Dodwell & Co., Ld.

TAISHAN, British steamer, 1,121, J. D. Jenkins, 2nd Dec.,—Bangkok 23rd Nov., Rice.—Bradley & Co.

TIENTSIN, British steamer, 2,555, W. W. Cooke, R.N.R., 3rd Dec.,—Moji 28th Nov., General.—P. & O. S. N. Co.

WHITGIFT, British steamer, 2,913, R. Porrett, 2nd Dec.,—Wellington, N. Z. 9th Nov., Coal.—Admiralty.

WINGSANG, British steamer, 1,517, T. H. Sellar, 3rd Dec.,—Canton 2nd Dec., General.—Jardine, Matheson & Co.

Sailing Vessels.

DAYLIGHT, British 4-masted barque, 3,600, James Reade, 31st Oct.,—Shanghai 20th Oct., General.—Standard Oil Co.

GROSVENOR, British barque, 516, Boga, 14th June,—Mauritius 16th January, Sugar.—Abdoola & Co.

MANUEL LLAGUNO, American ship, 1,468, Nicholls, 31st July,—Standard Oil Co.

VALE OF DOON, British barque, 669, I. Petersen, 25th Oct.,—Rajang 24th Sept., Timber.—Sander, Wieler & Co.

HONGKONG AND WHAMPOA DOCK RETURNS.

H. I. G. M. S. *Tiger*	at	Kowloon	Dock.
Maidzuru Maru	"	"	"
Loyal	"	"	"
Tacoma	"	"	"
Bygdo	"	"	"
Perla	"	"	"
Phra Nang	"	"	"
Pitsanulok	"	Cosmopolitan	"
Andree Rickmers	"	Aberdeen	"
Petrarch	"	"	"

YESTERDAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.12	30.02
Temperature	74	73
Humidity	72	76
Rainfall	—	—

VISITORS AT THE QUEEN'S HOTEL.

Andrews, Mr. and Mrs. and 2 children
Bernasconi, G.
Edwards, J. Mrs.
Houghton, Mrs.
Kting, Carl
Keith, Mr. and Mrs. and 2 children
Keyt, Dr.
Loges, Mr.
Mangelsdorff, E.
Nakashina, K.
Redfern, Mrs. J. R. and 2 children
Symington, J. R.
Wissing, Capt. & Mrs. P.

VISITORS AT THE HONGKONG HOTEL.

Adams, Mrs. H. L.
Aguada, F.
Andrews, Mrs. P. and child
Ardrey, Miss Helen
Ballard, G. A.
Barre, W. W.
Bell, J. T.
Black, J.
Bissel, Mr. and Mrs.
Bocher, Mr. & Mrs. G.
Boggan, Mr. & Mrs. R.
Bonnet, F.
Borthwick, Mr. & Mrs. W.
Bowers, Dr. F. H.
Brown, J. W.
Brown, M. S.
Brown, G. W.
Buroud, I. H.
Chatard, Mr. and Mrs. T. M.
Clark, Hon. Dr. F.
Clark, W. J.
Cock Thos.
Cole, G. C.
Colson, J. S.
Combe, T.
Conner, E. H.
Crago, Dr. J. M.
Davis, Miss L.
Derbyshire, F. H.
Deronjien, S.
Downing, T. C.
Dreyfus, A.
Earl, H. H.
Edwards, F. W.
Evans, N. G.
Fisher, H. G.
Gayoso, J. L.
Glover, C.
Goldmann, I.
Grant, John
Green, H.
Hall, Mr. & Mrs. W. E.
Hamilton, Mr. & Mrs. W.
Handelmann, J.
Harris, Mrs. A. F.
Hayter, A.
Heckford, R. G.
Hergear, Miss
Hills, F. W.
Hollingsworth, A.
Howard, Thos.
Hunter, Dr. W.
Hyde, Mr. and Mrs.
Johnston, Miss
Joseph, J.
Joseph, Mr. and Mrs.
Katsch, E. A.
Katz, J.
Keaser, A. E.
Keney, T.
Lamb, S.
Lewis, Mr. and Mrs. T. S.
Macgowan, R. T.
Mackie, G.
Macmllien, A.
Martin, A. R.
Meyer, W. H.
Meyer, H. L. E.
Micheal, J. S.
Milton, Mr. and Mrs.
Mohr, A.
Murphy, Mr. and Mrs. E. O.
Nelson, Misses (2)
Nervegna, N.
North, R.N., C. J.
Osborn, Mrs.
Potts, Miss J. S.
Potts, Mr. and Mrs. W. Hutton
Prevost, Mrs. L.
Purson, Miss E.
Rankin, J.
Raby, S.
Reeve, Miss
Rogers, Mrs. R. S.
Rosenblenth, Dr. J. C.
Ruppert, Mr. and Mrs.
Schlather, Mr. & Mrs.
Schouw, C.
Sheriff, Mrs.
Skott, C.
Snewin, E. A.
Souza, J. A. de
Souza, Mrs. J. A. de
Terkelsen, O.
Thomson, Dr. J. C.
Towler, W. A.
Warren, Mr. and Mrs.
Watkins, C. A.
Weitzmann, F. W.
Wessel, Col.
Whiley, W. J. G.
Whitton, Mrs. A. M.
Wiborg, F. B.
William, A. J.
Wilson, Mrs. B. & child
Wickham, Mrs. W. V.
Whitman, Capt. & Mrs.
Woodward, T. E.
Woolmer, Mr. & Mrs. C. E.
Wright, Col. W. F.
Yates, Mr. and Mrs.

VISITORS AT THE KING EDWARD HOTEL.

Anton, A. S.
Bisney, Mr. and Mrs. S.
Bisney, Miss N.
Bisney, Miss J.
Bisney, Miss G.
Brighton, T.
Cadenbach, Carl
Corderoy, George
Creswell, W. T.
Creswell, Mrs. & child
Davidson, N. K.
Dyeherhoff, M. J.
Evans, Mrs. R. D.
Evans, Miss
Focke, F.
Harrison, W. Stuart
Hay, C. H. P.
Hibb, Welhem
Hughes, R.A.M.C., Col. G. A.
Hughes, Kerfoot
Kiene, F.
Kiene, Mrs. F.
Krebs, Capt. & Mrs. H.
Langlands, Mrs.
Langlands, A.O.D., Capt.
Lauts, T.
Marsh, Mrs. C. C.
Pontifex, E. C.
Stephens, Mr. & Mrs. M. J. D.
Sthamer, Capt.
Stokes, Mrs.
Wilgress, Mr. and Mrs. and child

VISITORS AT THE CONNAUGTH HOTEL.

Bain, Mr. and Mrs. M.
Fain, Miss
Barber, J. W.
Barrett, E. G.
Begley, H. T.
Boyce, W.
Brewitt, Mr. and Mrs. Paul and family
Camaliat, V. T. de
Elizalde, Angelia T. de
Eyre, H.
Campbell H.
Chait C.
Chodzka, T. V.
Currier, Mrs. A. D.
Dufour, Mrs.
Ferrers, H. N.
Grant, Powel
Hamilton, A. H. C.
Hov n, Miss E. Van
Houghton R.
Humphreys, W.
Jaffe, Daniel
James, C. J.
Kerr, R.
Lefebvre, P.
Kinsey, Miss
Manning, H. A.
McGregor, Norval
Mercier, A.
Reulé, W.
Rivera, Mr. and Mrs. A.
Robertson, N. H.
Rutherford, D. H.
Smithers, R. G.
Stewart Mr. J.
Stewart, Mrs. John
Stodart, F.
Tibbey, S. N. W.
Thomas, C. B.
Waldorf, Miss Janet
Whitehead, Miss.
Woods, Miss
York, Misses (2)

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Anderws, Mrs. H. J.
Beattie, Andrew
Benson, A.P.D., Major and Mrs. H. G.
Berkely, Sir Henry
Berkley, H.
Bewley, R.A.M.C., Major A. W.
Bottenheim, Mr. and Mrs. A. H. and children
Brabazon, Ralph A.
Brayne, H. F. R.
Brown, R.E., Col. L. F.
Brown, Mrs.
Bryant, G. H.
Chapman, Mr. & Mrs. A.
Cockell, Edgar
Crake, William A.
Crichton, A. R. Capt. and Mrs. H.
Denny, D.A.A.G., Major and Mrs W. A. C.
Edwards, Mrs. E.
Fawcett, R. A., Capt. P. H.
Fawcett, Mrs. P. H.
Ferrier, A.P.D., Col. and Mrs. G. H.
Finke, A.
Forbes, Andrew
French, A.S.C., Major G. A.
Grant, G. C. Lindsay
Gros, Mr. & Mrs. E. F.
Hamilton, Maj. A. B.
Hebden, S.
Heron, G. O.
Heron, Lieut.-Col. and Mrs. and child
Hewett, A.P.D., Capt. J. C.
Hill, Edward E.
Howes, A H.
Howes, A. B.
Jeffries, H. U.
King R. H.
King, R.E., Major H. S.
Koch, C.
Macuamara, R.N., Staff-Surgeon & Mrs. H. W.
Marten, R.
McDermott, A. P. B.
Miller, Mr. & Mrs. J. F.
Mitchell, Robert
Norris, R.N., Surgeon and Mrs. H. L.
Otto, W.
Philpot, Leonard D.
Pollock, K.C., H. E.
Radcliffe, R.E., Capt & Mrs.
Reid, Mr. & Mrs. T. H.
Rumsey, R.N., Hon. R. Murray
Sáwer, Mrs. W. E.
Sherbrooke R.N., Lieut. H. G.
Sherbrooke, Mrs. H. G.
Sinclair. A.
Smith, Mrs. Harrison F.
Spalckhaver, W. O. C.
Stokes, A. G.
Stoppa, Paul
Thiel, C.
Thomson, J. S.

VISITORS AT CRAIGIEBURN.

Anderson, Mrs. E. F.
Anderson, Miss
Besnard, Mrs.
Brusse, G.
Dann, Mr. and Mrs. G. K.
Denison, Mrs. A.
Garrard, Jr., U.S.A., Capt. and Mrs. L. F.
Georg, Mr. and Mrs. C.
Harvey, Lieut. and Mrs. J. S.
Helms, W.
Hett, F. P.
Lambelle, Lieut. and Mrs. F. W.
Parker, Capt. and Mrs.

VISITORS AT THE KOWLOON HOTEL.

Back, Stanley
Back, Mrs. Stanley
Crockett, Capt.
Crockett, Mrs.
Crockett, Miss
Drake, Mrs. F. J.
Nobbs, A. P.
O'Leary, Mrs. C. R. amah, and child
Price, F. H.
Robnett, Master
Robnett, Mrs. J. D.

THE SHARE MARKET.

LATEST QUOTATIONS.

(DECEMBER 5th.)

STOCKS.	PAID UP VALUE.	LATEST QUOTATION.
Banks.		
Hongkong and Shanghai Banking Coporation	$ 125	$650 sales and buyers
National Bank of China, Limited	£ 8	$27 sellers
Do. Founders	£ 1	$10
Marine Insurances.		
Union Insurance Society of Canton, Limited	$ 50	$460 sales and buyers
China Traders' Insurance Company, Limited	$ 25	$58 sales
North China Insurance Company, Limited	£ 25	Taels 177½ sales
Yangtsze Insurance Association, Limited	$ 60	$133 buyers
Canton Insurance Office, Limited	$ 50	$167½ sales and sellers
Fire Insurances.		
Hongkong Fire Insurance Company, Limited	$ 50	$345 sellers
China Fire Insurance Company, Limited	$ 20	$86 sellers
Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	$ 15	$37½ sales & sellers
Indo-China Steam Navigation Company, Limited	£ 10	$91 buyers
China and Manila Steamship Company, Limited	$ 50	$26 sellers
	$ 5	nominal
Douglas Steamship Company, Limited	$ 50	$42 sales and sellers
"Star" Ferry Company, Limited	$ 10	$23 sellers
	$ 5	$13 sellers
"Shell" Transport and Trading Company, Limited	£ 1	£1.15.0 sales
Shanghai Tug Boat Company, Limited	Taels 100	Taels 300 sales
Taku Tug and Lighter Company, Limited	Taels 50	Taels 55 sales
Shanghai Cargo Boat Company, Limited	Taels 100	Taels 160 sellers
Co-operative Cargo Boat Company, Limited	Taels 100	Taels 160 sellers
Refineries.		
China Sugar Refining Company, Limited	$ 100	$85 sellers
Luzon Sugar Refining Company, Limited	$ 100	$15 sellers
Perak Sugar Cultivation Company, Limited	Taels 50	Taels 77½
Mining.		
Punjom Mining Company, Limited	$ 10	$2½ buyers
Punjom Mining Preference Shares	$ 1	$1 sellers
Société Française des Charbonnâges du Tonkin	Francs 250	$600 sellers
Jelebu Mining and Trading Company, Limited	$ 5	$1¼ sellers
Raub A'lian Gold Mining Company, Limited	£0 18s. 10d.	$6½ sales and buyers
Chinese Engineering & Mining Company, Ld.	£ 1	Taels 8 sellers
Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited	$ 50	$215 buyers
S. C. Farnham, Boyd & Co., Ld.	Taels 100	Taels 195 sales
Hongkong and Kowloon Wharf and Godown Company, Limited	$ 50	$89 sellers
New Amoy Dock Company, Limited	$ 6¼	$40
Shanghai and Hongkew Wharf & Godown Company, Limited	Taels 100	Taels 307½ sales
Lands, Hotels and Building.		
China Provident Loan and Mortgage Company, Limited	$ 10	$9¾ sales
Hongkong Land Investment and Agency Company, Limited	$ 100	$183 buyers
Kowloon Land and Building Company, Ltd.	$ 30	$31 buyers
West Point Building Company, Limited	$ 50	$52 buyers
Hongkong Hotel Company, Limited	$ 50	$141
Oriente Hotel Company, Limited (Manila)	$ 50	$40
Astor House Hotel Co., Limited (Shanghai)	$ 25	$32½ buyers
Hotel des Colonies Co., Ld. (Shanghai)	Taels 25	Taels 16 buyers
Queen's Hotel (Wei-hai-wei)	Taels 25	Taels 25.
Humphrey's Estate and Finance Company, Limited	$ 10	$12½ sellers
Shanghai Land Investment Company, Limited	Taels 50	Taels 125 sales
Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	$ 10	$17½ sales
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 40 sales
International Cotton Manufacturing Company, Limited	Taels 100	Taels 40 sales
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 40 buyers
Soy Chee Cotton Spinning Company, Limited	Taels 500	Taels 150
Tobacco, Cigar and Cigarette Company.		
Alhambra, Limited	$ 500	$500 sellers
Philippine Tobacco Trust Co., Limited	$ 50	$40 sellers
Shanghai-Sumatra Tobacco Company	$ 20	Taels 46 sellers
American Cigarette Company, Limited	Taels 50	Taels 40
Miscellaneous.		
Green Island Cement Company, Limited	$ 10	$20 buyers
China-Borneo Company, Limited	$ 15	$25 sellers
A. S. Watson & Co., Limited	$ 10	$14½ sales
Watkins, Limited	$ 10	$7½ buyers
Hongkong Electric Company, Limited	$ 10	$13.10 sales
Hongkong Electric Company, Limited	$ 5	$6.65 sales
Hongkong and China Gas Company, Limited	£ 10	$140 buyers
Hongkong Rope Manufacturing Company, Limited	$ 50	$120 sales
Geo. Fenwick & Co., Limited	$ 25	$50 sales
Hongkong Ice Company, Limited	$ 25	$240
Hongkong High-Level Tramways Co., Ltd.	$ 100	$345
Dairy Farm Company, Limited	$ 6	$12 sellers
Hongkong and China Bakery Company, Limited	$ 50	$40 sellers
Campbell, Moore & Co., Limited	$ 10	$35
Bell's Asbestos Eastern Agency, Limited	£0 12s. 6d.	$1 buyers
United Asbestos Oriental Ag'cy, Limited	$ 4	$8½ buyers
Do. Founders	$ 10	$155
Tebrau Planting Company, Limited	$ 5	nominal
Universal Trading Co., Limited	$ 20	$19
Hongkong Steam Water-boat Co., Limited	$ 7	$8½
China Light and Power Co., Limited	$ 20	$15 sellers
Robinson Piano Co., Limited	$ 50	$50
Manila Investment Co., Limited	$ 50	$12½
William Powell, Limited	$ 10	$9½ sales and buyers
Shanghai-Langkat Tobacco Company, Limited	Taels 100	Taels 330 sales

Telegraphic Address—"Rialto."
Telephone No. 148.
P. O. Box No. 111.

BENJAMIN, KELLY & POTTS,
Share Brokers.

STEAMERS EXPECTED.

VESSEL'S NAME	FROM	AGENTS	DUE
Capri	Singapore	Carlowitz & Co.	To-morrow
Kinshiu Maru	Shanghai	Nippon Yusen Kaisha	To-morrow
Nurnberg	Singapore	Siemssen & Co.	December 8th
Oopack	Singapore	Butterfield & Swire	December 10th
Lightning	Singapore	D. Sassoon & Co., Ld.	December 10th
König Albert	Singapore	Melchers & Co.	December 10th
Athenian	Japan	C. P. R. Co.	December 11th
Indrasamha	Japan	P. & A. S. S. Co.	December 12th
Gaelic	Japan	Pacific Mail S. S. Co.	December 13th
Empress of China	Vancouver	C. P. R. Co.	December 22nd
Hongkong Maru	San Francisco	Pacific Mail S. S. Co.	December 23rd

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

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December 3rd.

R. G. HECKFORD,
MANAGER.

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